INGLEWOOD

Area Redevelopment Plan
and Supporting Information

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

February 1992

PUBLISHING INFORMATION

TITLE:	INGLEWOOD AREA REDEVELOPMENT PLAN
AUTHOR:	PLANNING & BUILDING DEPARTMENT
STATUS:	PROPOSED
PRINTING DATE:	FEBRUARY 1992
ADDITIONAL COPIES:	THE CITY OF CALGARY PLANNING INFORMATION CENTRE P.O. BOX 2100 CALGARY, ALBERTA T2P 2M5 (403) 268-5333

92-04788/

INGLEWOOD AREA REDEVELOPMENT PLAN
TABLE OF CONTENTS

Page

Preface

i. What is an A.R.P.? 1
ii. Format of the A.R.P. 1
iii. Implementation 1
iv. Summary of Recommendations 1

1.0 INTRODUCTION AND HISTORIC CHARACTER 10

1.1 Major Goals of the Inglewood A.R.P. 10
1.2 Issues 16
1.3 Heritage 16

2.0 RESIDENTIAL LAND USE 22

2.1 Issues and Existing Conditions 22
2.2 Objectives 22
2.3 Policies 23
2.4 Implementation 25

3.0 9 AVENUE AND NATIONAL MARKET AREA DEVELOPMENT AND PARKING 32

3.1 Existing Conditions 32
3.2 Issues 33
3.3 Objectives and Policies 38
3.4 Specific Sites
  - Farmers' Market Area 39
  - National Hotel 40
3.5 Implementation 41

Page

4.0 INDUSTRIAL DEVELOPMENT 51

4.1 Issues and Existing Conditions 51
4.2 Objectives and Policies 51
4.3 Residential - Industrial Interface 53
4.4 Specific Sites
  - Petro Canada Refinery 54
  - Russell Steel/Sears 60
  - Expert Auto Body 62
4.5 Rail Issues 63
4.6 Implementation 64

5.0 ENVIRONMENTAL POLICIES 65

5.1 Aircraft Noise/Airport Vicinity Protection Area (A.V.P.A.) Regulation 65
5.2 Floodplain Policies/Calgary River Valleys Plan (C.R.V.P). 68
5.3 Industrial Pollution 70
5.4 Implementation 72

6.0 PARKS AND OPEN SPACE/PUBLIC IMPROVEMENTS 74

6.1 History and Objective 74
6.2 Parks and Opens Space Objectives 76
6.3 Specific Sites 77
  - Bird Sanctuary 77
  - Pearce Estate 78
6.4 Implementation 79

Page

7.0 TRANSPORTATION **89**

7.1 Issues and Existing Conditions 89
7.2 Objectives 93
7.3 Policies 93
7.4 Implementation 96

8.0 SOCIAL ISSUES **98**

8.1 Issues and Existing Conditions 98
8.2 Objectives 99
8.3 Implementation 99

BLUE PAGES

9.0 BACKGROUND INFORMATION **104**

9.1 Community Profile 104

9.1.1 Historical Development 104
9.1.2 Demographics 105
9.1.3 Existing Land Use/Land Use Designation 110

Page

9.2 Policy Background and Rationale 116

9.2.1 Residential Redesignations 116
9.2.2 Commercial/Industrial Redesignations 120
9.2.3 9 Avenue Retail 124
9.2.4 A.V.P.A. Regulations 131
9.2.5 Parks and Open Space 134

9.3 Planning Process 138

9.4 Glossary of Land Use By-law Definitions .. 139

AREA REDEVELOPMENT PLAN BY-LAW
(WHITE PAGES)

TABLES & FIGURES

Page

TABLE 1 Inglewood Heritage Buildings 18

TABLE 2 Proposed Residential Redesignations 27

TABLE 3 Proposed Commercial/Industrial Redesignations 46

TABLE 4 Proposed Public Improvements and Actions/Land Acquisitions 81

AREA REDEVELOPMENT PLAN BY-LAW (WHITE PAGES)

MAPS

Page

MAP 1 Plan Summary 3

MAP 2 Location 9

MAP 3 Regional Context 15

MAP 4 Heritage Sites/Special Character Area 19

MAP 5 Generalized Land Use - Current 20

MAP 6 Generalized Land Use - Future 21

MAP 7 Sites Requiring Residential Redesignation 28

MAP 8 Sites Requiring Commercial/ Industrial Redesignation 45

MAP 9 Industrial Land Use 1970-1990 52

Page

MAP 10 Petro Canada Refinery - Site Detail 55

MAP 11 Russell Steel/Sears - Site Detail 61

MAP 12 Aircraft Noise Exposure Forecast Contours 66

MAP 13 Floodway/Floodplain 68

MAP 14 Water Trunk 72

MAP 15 Existing Open Space and Parks/School 75

MAP 16 Sites Requiring Public Improvements/ Land Acquisition 82

MAP 17 Existing Road Network 90

MAP 18 Preferred South Downtown Bypass Route 97

BACKGROUND INFORMATION (BLUE PAGES)

MAPS

Page

MAP 19 Existing Land Use Designations 111

MAP 20 Existing Direct Control Districts 112

MAP 21 Proposed Land Use Designations 114

MAP 22 9 Avenue Current Parking Policies 128

MAP 23 Existing Daily Traffic Volumes 132

MAP 24 Truck Routes and Dangerous Goods Routes 133

MAP 25 AGT Line 136

TABLES & FIGURES

Page

TABLE 5 Existing Direct Control Designations · 113

TABLE 6 Proposed Direct Control Designations 115

FIGURES

Page

FIGURE 1 Total Housing Units - Historical 106

FIGURE 2 Population Trends 107

FIGURE 3 Population by Age Group 108

FIGURE 4 Occupancy Rates 108

FIGURE 5 Land Use Distribution 109

FIGURE 6 Housing Mix 109

INGLEWOOD AREA REDEVELOPMENT PLAN

PREFACE

i. What is an Area Redevelopment Plan?

Area Redevelopment Plans (A.R.P.s) are planning documents which set out comprehensive programs of land use policies and other proposals that help guide the future of individual communities. An A.R.P. supplements the Calgary Land Use By-law (2P80) by giving a local policy context and specific land use and development guidelines on which the Approving Authority can base its judgement when deciding on development proposals. While land use districts (zones) and their accompanying rules under the Land Use By-law apply uniformly throughout the City, an A.R.P. provides a community perspective to the land use districts within a community. An A.R.P. also provides guidance for the City Administration in undertaking actions and programs relating to a community.

The expected planning horizon of the Inglewood Area Redevelopment Plan is 10-15 years, however, the planning period may vary in relation to the general growth trends within the City or to certain specific trends in Inglewood. It is important therefore that an evaluation of the effectiveness of the Plan in meeting its objectives be undertaken when circumstances warrant.

ii. Format of the Area Redevelopment Plan

The Area Redevelopment Plan is made up of the white pages only in this document. The white pages are adopted as a by-law by City Council. Any changes to the policies or substantive changes to the implementation actions included in the white pages require an amendment to the A.R.P. by-law with a public hearing and advertising requirements as set out in the Planning Act. The blue pages contain the background, supporting information and appendices and have no legal status.

iii. Implementation

It should be noted that municipal public facilities and improvements proposed or recommended in this Plan are subject to the City's capital budget and approval process.

iv. Summary of Recommendations

The implementation recommendations of the Inglewood A.R.P. are summarized below. In the case of particularly lengthy recommendations the text section number is provided for reference and complete wording. Policy recommendations are not included in this summary and can be referred to in the main body of the text.

Summary

The proposed redesignations and public improvements are summarized in tables within the text as follows:

Table 1 Residential Redesignations
Table 2 Commercial and Industrial Redesignations
Table 3 Public Improvements and Actions/Land Acquisitions

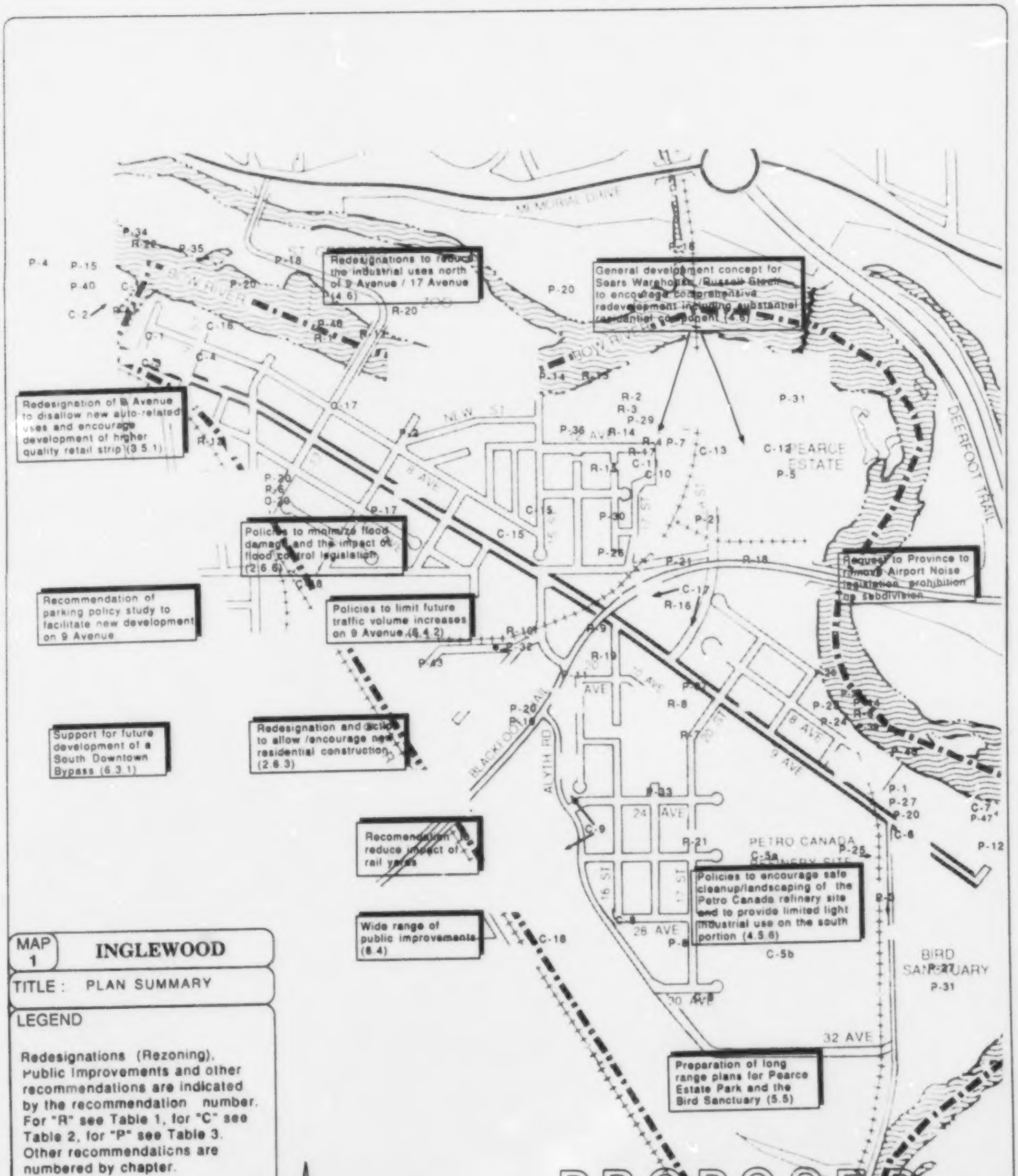
For detailed and complete information on the land use designations, reference should be made to the Land Use Bylaw 2P80.

Historical Recommendations

1. The Community of Inglewood shown in Map 4 is recognized as a Special Character District due to its historic role in the development of the city. The bequeathed lands and historic buildings in the community are important elements of the District and should be recognized and respected.
2. 9 Avenue development should reflect the historic roots of Inglewood. Development on sites elsewhere in Inglewood need not be in keeping with any particular historic era; however, proximity to historic structures should be considered in design approvals.
3. Amendments to the Land Use Bylaw be considered which would require development permits for facade and signage changes to buildings located on 9 Avenue. Methods to expedite and simplify the approval process for signage meeting historic character guidelines will be studied. Guidelines for historic theme signage will be prepared.

Residential Recommendations

1. Continue to urge the Province of Alberta and C.M.H.C. to take the necessary action to expand eligibility and to increase funding for the Residential Rehabilitation Assistance Program. Provisions to extend eligibility to houses which have already received R.R.A.P. support should also be included in the program. (2.4.1)
2. Fund a cost sharing program with area industries to buffer residential areas from adjacent industrial development through fence construction, tree planting, etc. (2.4.4)
3. Expedite the disposition of small remnant, otherwise undevelopable parcels of City owned land to adjacent owners. (2.4.5)
4. Request C.P. Rail to conduct operations of their yard facilities in such a way as to minimize odour and noise impacts on the Inglewood and other affected communities. (2.4.2)
5. Make all City owned land, not required for municipal purposes, available for public sale as soon as possible. (2.4.3)
6. Provide for the redesignation of privately owned lands in the community from R-2/R-2A to RM-1 or RM-2 (townhousing) in certain situations. (2.4.6)
7. City Administration to work with the community to facilitate processing of applications for residential development.


Redesignations to reduce the industrial uses north of 9 Avenue / 17 Avenue (4.6)
General development concept for Sears Warehouse /Russell Steel to encourage comprehensive redevelopment including substantial residential component (4.6)
Redesignation of 9 Avenue to disallow new auto-related uses and encourage development of higher quality retail strip (3.5.1)
Policies to minimize flood damage and the impact of flood control legislation (2.6.6)
Request to Province to remove Airport Noise legislation prohibition on subdivision
Recommendation of parking policy study to facilitate new development on 9 Avenue
Policies to limit future traffic volume increases on 9 Avenue (6.4.2)
Support for future development of a South Downtown Bypass (6.3.1)
Redesignation and action to allow /encourage new residential construction (2.6.3)
Recomendation to reduce impact of rail yards
Policies to encourage safe cleanup/landscaping of the Petro Canada refinery site and to provide limited light industrial use on the south portion (4.5.6)
Wide range of public improvements (6.4)
Preparation of long range plans for Pearce Estate Park and the Bird Sanctuary (5.5)
MEMORIAL DRIVE
BOW RIVER
ZOO
DEERFOOT TRAIL
PEARCE ESTATE
PETRO CANADA REFINERY SITE
BIRD SANCTUARY
BLACKFOOT TRAIL
ALYTH RD
NEW ST
8 AVE
9 AVE
24 AVE
28 AVE
30 AVE
32 AVE
16 ST
17 ST
PROPOSED
N
0 200 400m
0 1/8 1/4mi

MAP 1

INGLEWOOD

TITLE: PLAN SUMMARY

LEGEND

Redesignations (Rezoning), Public Improvements and other recommendations are indicated by the recommendation number. For "R" see Table 1, for "C" see Table 2, for "P" see Table 3. Other recommendations are numbered by chapter.

THE CITY OF CALGARY PLANNING & BUILDING DEPARTMENT

DATE March 1992

9 Avenue Area Commercial Recommendations

1. 9 Avenue is recognized as the core of the Inglewood Special Character District recognizing its role in the growth of Calgary and its unique nature. The positive elements of the area's character should be recognized, respected and enhanced whenever appropriate and possible.

2. To reflect the intent of the commercial land use policies, development guidelines as set out in Section 3.5 will be considered by the Approving Authority in reviewing applications.

3. The current property line setback on 9 Avenue as contained in the Land Use By-law is reaffirmed. However, the setback will not be used to facilitate road carriageway widening, except as required for intersection channelization intended to enhance vehicular/pedestrian safety at 9 Avenue and 12 Street S.E. The setback will instead be fully dedicated for the improvement and widening of pedestrian areas and may be relaxed by the Approving Authority if circumstances warrant. (3.5.2)

   The setback policy may also be implemented through a public easement being applied to the "setback" area while the land is retained in private ownership. This would facilitate development above the grade level "setback" area (e.g. cantilever balconies) and the placement of non-structural elements in the area.

4. The Planning & Building Department will undertake a street enhancement design program, in conjunction with 9 Avenue landowners and coordinate its implementation. The study will address signage standards as well as facade and street improvements.

5. No substantial changes to the 9 Avenue parking or operational policies will be made primarily to facilitate traffic movement (i.e. to ease congestion and make the road better able to accommodate increased traffic volumes). Only those changes to 9 Avenue which are required to ensure the road facilities operate safely (i.e. line printing, signal timing, minor changes to parking policies) will occur. Any substantial changes which would require City Council decision will be accompanied by a report prepared by Transportation in consultation with the Planning & Building Department and with community input and will:

   a. provide the rationale behind the proposed changes;

   b. evaluate the impact of the proposed changes on the 9 Avenue retail function, on the residential community and on the goals of this A.R.P.;

   c. evaluate alternatives and their potential impact.

6. The Planning & Building Department will work with the Calgary Parking Authority, the Transportation Department, Inglewood Community Association and the Atlantic Avenue BRZ to review parking policies including consideration of a cash-in-lieu policy for the 9 Avenue commercial strip. The review will be based on the premise that new development must be actively facilitated recognizing that this may result in some overspill parking. Consideration of a restricted residential parking zone in the area surrounding 9 Avenue should be included in the policy review although the area does not currently meet City standards for such a parking zone. (3.5.6)

7. The Approving Authority will take into consideration the proposed parking program in reviewing development permit applications in the area.

8. The Calgary Parking Authority will be requested to explore with the CPR the potential to develop parking on the appropriate portions of the CPR right-of-way.

9. The traffic corridor right-of-way shown in Map 18 should continue to be protected for the construction of the South Downtown Bypass. The community will be involved in further studies as outlined in Section 3.2.1.

10. Wholesale/retail, distribution, and indoor industrial uses may be allowed along 9 Avenue if the impact is limited and the A.R.P. guidelines are met.

11. Atlantic Avenue, the original name for 9 Avenue, may be used as an alternative name for certain purposes.

12. National Hotel, Farmers' Market see 3.5.10, 3.5.11, 3.5.12.

13. In the exercise of its discretion the Approving Authority will generally discourage new development on 9 Avenue which fails to contribute to the objectives and vision established in this Plan. The Approving Authority may support any development it believes meets the objectives of this Plan.

14. City Council recognizes the importance of the historic buildings and the possible need for relaxations to facilitate economic rehabilitation and reuse of the structures. Parking relaxations in the area will be strongly discouraged should a cash-in-lieu policy be implemented; however, the Approving Authority will consider relaxations on a site-by-site basis for historic buildings.

Industrial Recommendations

1. The City will acquire the portion of the CN r.o.w located north of 9 Avenue S.E., remove the trackage, acquire and consolidate adjacent parcels and prepare the site for disposal for residential development.

2. The City will encourage CPR to upgrade the r.o.w. through the community by landscaping, removing scrap dealers, removing refuse, etc.

3. The Administration is to explore with CPR and the Inglewood Community Association ways of reducing the negative impacts of rail operations.

4. Petro Canada Refinery site - refer to Section 4.4.1.

5. Russell Steel/Sears sites-refer to Section 4.4.2.

6. The Administration and the Inglewood Community Association will explore methods, particularly amendments to the relevant municipal and provincial legislation, to achieve upgrading of vacant industrial sites close to housing. (Section 4.3 c)

Environmental Issues Recommendations

1. The A.R.P. affirms in principle the residential development potential of the lands between the 30 and 35 N.E.F. contour as shown in Map 12 subject to:

   a. the A.V.P.A. sound insulating requirements; and
   b. other relevant planning considerations.

2. The Department of Municipal Affairs will be requested to recognize the difficulties the AVPA Regulation creates in Inglewood, and to take appropriate measures to facilitate subdivision and development in the community.

3. The Engineering and Environmental Services Department, the Planning & Building Department and the Inglewood Community Association are directed to study and report to Council on possible flood protection policies, projects and actions to limit potential flood damage in Inglewood. Policies should be considered which would overcome the problems to new development caused by existing regulations, while at the same time, respecting the City's liability. (5.2).

4. The Administration is directed to explore with Alberta Environment the feasibility, effectiveness and possible funding for a program to identify and test sites which may have had a long-term pollution problem.

Parks/Open Space Recommendations

1. Calgary Parks & Recreation is to work with the Community Association and residents in undertaking a Needs and Preference Study to determine open space and recreation needs and to review the adequacy of equipment and facilities in area parks. (6.4.1)

2. A facility upgrading plan will be prepared to ensure the long term viability of the Inglewood Pool.

3. In all planning and capital exercises involving parks and open space facilities the community should be fully involved. This includes planning for the Riverbank System, major parks and special sites (e.g. Bird Sanctuary, Zoo parking, Deane House).

4. Bird Sanctuary - refer to Section 6.3.1.

5. Pearce Estate Park - refer to Section 6.3.2.

Transportation Recommendations (See 9 Avenue Commercial Area Recommendations also.)

1. No substantial changes to the operation of 9 Avenue through Inglewood will occur except as outlined in Section 3.5.5.

2. The A.R.P. supports the installation of traffic signals at Blackfoot Trail and Alyth Road to facilitate turning movements and thereby permitting truck traffic to be removed from 17 Street. This recommendation will be reviewed in the context of the Traffic Signal and Pedestrian Corridor Construction Priorities Annual Report and will consider the importance of removing hazardous goods movements from local roads.

3. The Truck Route By-law will be amended to delete 20 Street/17 Street south of 9 Avenue after installation of the traffic signals referred to in #2 above.

4. The environmental guidelines established for suburban communities will not be used as a primary basis for transportation planning in Inglewood. (7.4.6.) Rigorous application of these guidelines, which were not established for inner-city use, could prevent new residential development on some sites where the community benefits of the new development would be substantial. A balance should be sought on a project-by-project basis between the community's need for more housing, and the need to minimize traffic volumes on community streets.

Social Issues Recommendations

1. City Council will communicate to the Province of Alberta and the Calgary Board of Education the vital role that the Colonel Walker Community School plays in maintaining the health of the Inglewood Community and the importance of retaining or expanding the school's basic educational function.

2. The Social Services Department, through on-site staff, and existing agencies will ensure that the needs of Inglewood residents are being addressed, particularly in the following areas:

   a. adult daycare,
   b. drop-in child care,
   c. parent/single parent support groups,
   d. teen programs,
   e. senior citizens.

   The Department will address any deficiencies in these or other areas and if unable to meet them will bring them to the attention of City Council, local community support groups and the Community Association.

3. The Social Services Department will continue its efforts to coordinate the improvement and rationalization of services/facilities for transients in the east end of downtown.

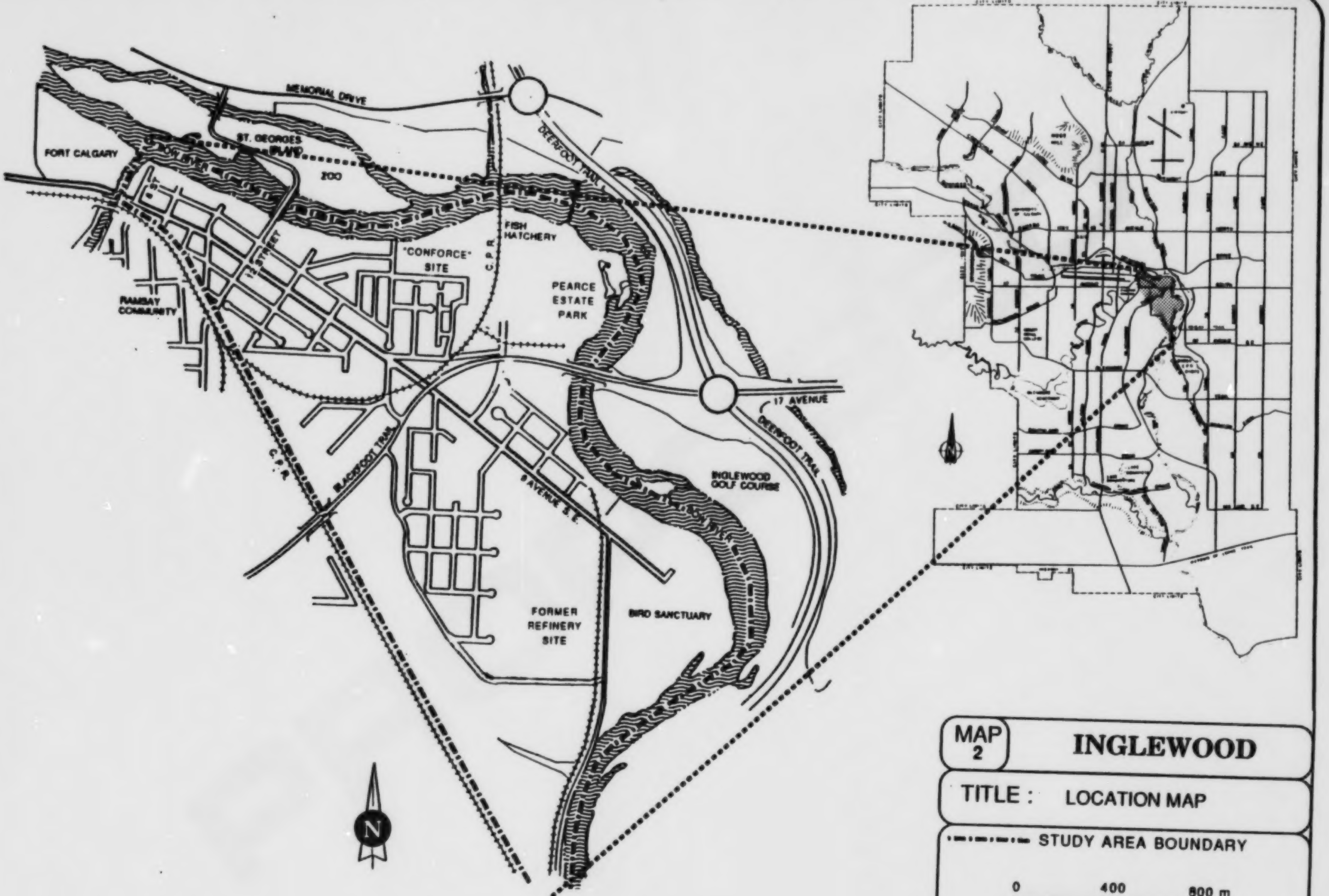
4. The Social Services Department will continue to support the creation of an inter-agency council made up of organizations providing services in the area of Inglewood and adjacent communities. This council would ensure good communications amongst agencies and improved needs assessment.

5. The Social Services Department will explore funding opportunities to maintain a full time native outreach worker in the east downtown/Inglewood/Victoria Park area and will report their findings to the Community Services Committee of Council.

6. City Council recommends that the Inglewood Community Association in conjunction with the Calgary Police Service establish a block watch program throughout the community.

7. The City and community will continue to support the presence and contribution of the Alexandra Centre, Alexandra Health Centre, Silver Threads Organization, and accompanying services provided to the community.

8. The City and community will jointly address the problem of prostitution and related drug activities currently emanating from the vicinity of the 1400 block of 9 Avenue and the 1000 block of 10 Avenue, and develop a strategy to reduce/eliminate the problems.



MAP 2

INGLEWOOD

TITLE : LOCATION MAP

-·-·-·- STUDY AREA BOUNDARY

0 400 800 m

0 1/4 1/2 mi

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

INGLEWOOD AREA REDEVELOPMENT PLAN

1.0 INTRODUCTION AND HISTORIC CHARACTER

Inglewood is a unique community with an outstanding potential to be an even better place to live and visit. This A.R.P. (community plan) helps create an image of a vital Inglewood and shows some steps, large and small, that can be taken to achieve it.

The goals for the Inglewood community address a wide range of land use, social, community and environmental issues. Some of these goals, as outlined below, can be pursued through land use planning tools and have provided the direction for this community plan. A complete list of the goals is presented in the Background Information Section of this plan.

1.1 GOALS OF THE INGLEWOOD A.R.P.

The community goals listed below have been used to the extent possible as the basis of this Plan. Decisions by the City and the community should be guided by the spirit, vision and direction expressed in the Plan.

1. To demonstrate that the involvement of people in the comprehensive planning of their own community when coordinated with city-wide planning, can answer community needs and aspirations in a creative and responsible way.
2. To encourage new residential development to increase the community's population.
3. To promote a healthy physical environment in Inglewood by addressing noise, pollution, odour and other environmental concerns.
4. To encourage the upgrading and intensification of the 9 Avenue commercial area
5. To help protect and enhance Inglewood's unique character - a function of its history, geography and residents.
6. To provide Inglewood residents with a legitimate and effective means of participating in the development of the community.
7. To preserve where possible Inglewood's historic buildings, commercial and residential, by the following means: (a) Historic Designation through the Province of Alberta, (b) appropriate private commercial uses, (c) use of existing Federal or other grants to restore and upgrade.
8. To improve the neighbourhood by renovations and rehabilitation, without substantially changing the physical scale and historic character and without causing a major disruption in the way of life of the residents.

9. To preserve the "human scale" and rich mixture of social and business activities of the area.

10. To allow for population increase sufficient to revitalize the local facilities, in particular to maintain the viability and improve the quality of the local school and provide a market for local area retailers.

11. To ensure that people who now live in Inglewood will be able to afford to remain in the future.

12. To provide for a variety of choice in housing types, recognizing the difference in family types, sizes and incomes.

13. To retain a high degree of home ownership.

14. To improve neighbourhood open space systems.

15. To create, where necessary, and enforcing laws controlling all forms of pollution so that industrial activity will be compatible with other activities in the community.

16. To encourage the development of commercial, tourist and recreational activity related to the resources in the community.

17. To encourage the relocation of industries if they fail to conform to required pollution regulations, and to replace such industries with a mixture of uses suitable to the activities, scale and character of the existing nieghbourhood.

18. To address problems caused by heavy through traffic.

19. To provide a safe, convenient environment for the pedestrian.

20. To differentiate traffic by function, integrating arterial roads, secondary roads, industrial service roads into the community fabric so as to achieve the greatest relief to the community; serve the long range highway transportation needs in the east central sector of the city; and inflict the least possible social and environmental damage on the area.

21. To integrate social planning in to the physical planning program.

22. To retain the existing diversity and social mix and continue to accommodate and provide for the needs of people living for short periods in the community as well as long term residents.

23. To maintain and improving the existing services.

24. To find ways to decentralize public services and creating more community participation in these services.

25. To recognize the wishes and needs of various groups in the community particularly the senior citizens and young people.

26. To make it easier for people to take part and provide for their own needs.

27. To promote the idea of Inglewood as a learning environment.

28. To create new forms of employment related to self-help activities.

29. To provide a workable system of land use controls that satisfy existing legislation but is compatible with people and activities in the community.

30. To include community representation in land use control decision.

31. To minimize the impact of airport noise.

32. To encourage the growth of community spirit.

The Past

Inglewood is a small town in the shadow of a big city. Its distinct identity stems from the days of Calgary's first settlement. The Town of Calgary, 1883, consisted of all aspects of urban life - industrial, commercial and residential. were present in the beginning and have continued over the last 114 years. The decision of the CPR to locate its station west of the Elbow River created a new commercial core for Calgary leaving a rich mixture of activities in the old town. Inglewood's identify has been fostered by the strong boundaries formed by the two rivers and the CPR mainline.

Its isolation has also been enforced by some of the noxious impacts of early industries - the rail yards, stockyards, meat-packers, and later a refinery, a yeast plant, and concrete and steel manufacturers. Originally home to all Calgarians, owners, management, workers, and their families, Inglewood changed as more prestigious residential areas developed close to the new downtown core. The first generation of community leaders moved on.

During the Great Depression the large and wild open spaces along the Bow and near the railways were used by the travelling unemployed - hoboes and "rod riders", ticketless, hungry, broke, - searching for jobs. Near the end of the Depression a large area in the eastern half of the community, already serviced for residential development, was taken over for the British American Oil refinery. At that time the jobs were more than welcome and the inconveniences comparatively minor.

The establishment of the airport at McCall Field in the early '50's was further progress and not perceived as a long term threat.

However later industrial encroachment like the Conforce pre-cast operation was fought by angry residents.

Positive actions persisted such as the building of the Inglewood swimming pool, jointly financed by the City and the residents, on land donated by the Calgary Brewery.

Nevertheless, the 1963 General Plan identified the entire community as an industrial area - to be zoned and regulated accordingly. This action caused withdrawal of mortgage insurance for housing in the area, eliminating the possibility of further residential construction.

Ten years later the tide turned again as the community prepared and City endorsed the Inglewood Design Brief - the first such plan for an existing community in Calgary, and unique in North America in that it was prepared by the community, not the municipal planners.

This followed on the heels of another positive joint effort between the residents and the City to relocate the proposed No. 2 Highway and its downtown connector, the Bow Trail.

The residential nature of Inglewood was reaffirmed by Council and followed up with the Neighbourhood Improvement Program: funded by all three levels of government and jointly implemented by the City and the community.

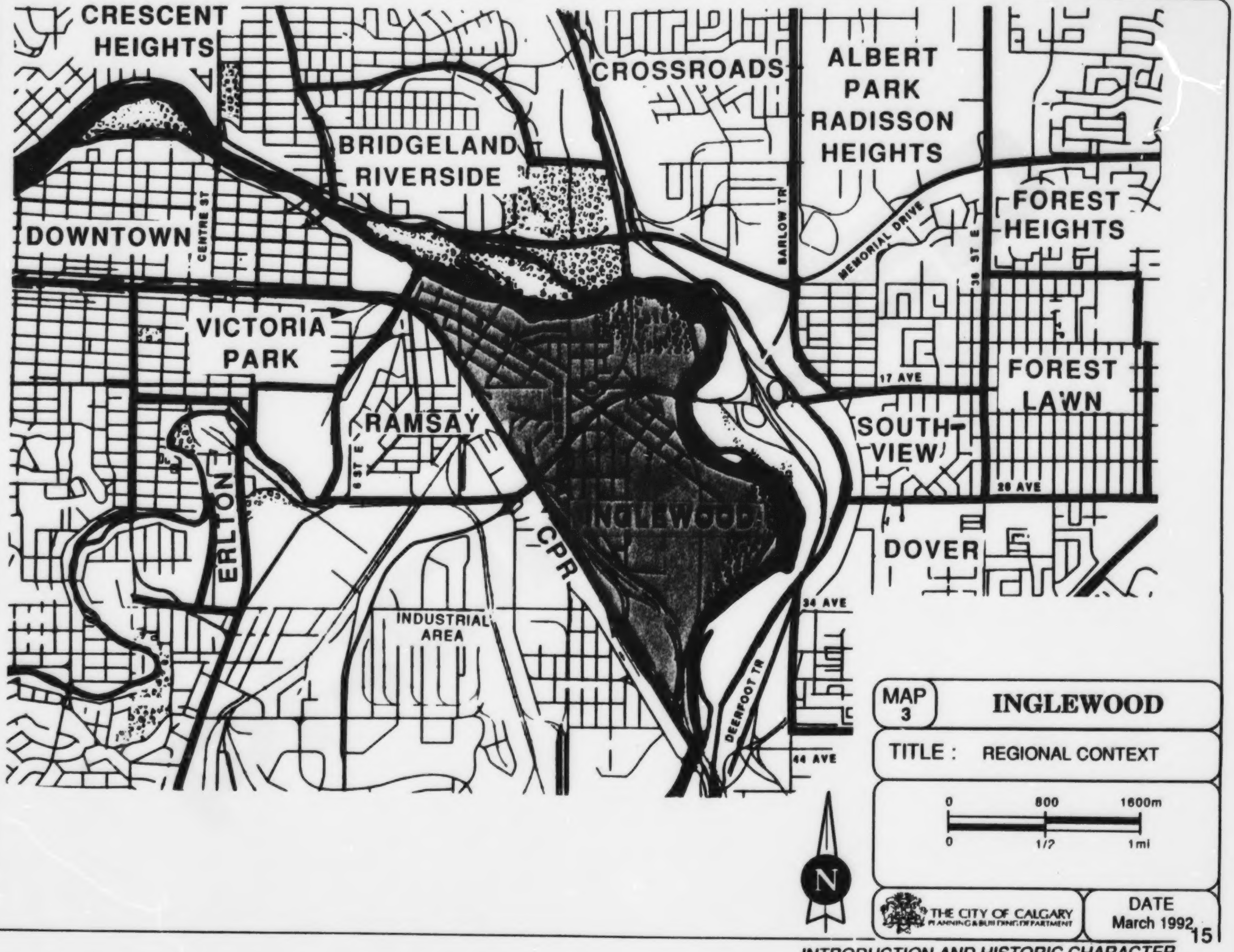
Much of the neglect suffered by Inglewood in the past was redressed - particularly in the areas of incompatible uses, housing, and public properties.

The Future

Inglewood is an "urban village" in the centre of a city. It has maintained its distinct identity for a hundred years through its river and railway imposed isolation. It has paid a very high price in negative social, environmental and property value impacts but it has also gained much and offered much to the rest of the city. How this unique community will weather the next decades is not clear. There are four major challenges:

1. newly vacated industrial sites need to be cleaned up and redeveloped;
2. if the population does not increase, more shops and community services will leave;
3. 9 Avenue through traffic will continue to increase contributing to the deterioration of the commercial strip; and
4. Inglewood's working class character may change with new development and growth.

Thus Inglewood may experience an "upgrading" or a deterioration. It is unlikely that it will remain unchanged in the face of the constant development, transportation and social pressures.



MAP 3

INGLEWOOD

TITLE : REGIONAL CONTEXT

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

1.2 ISSUES

There are factors working both for and against Inglewood's increasing health and stability. These influences must be clearly recognized and addressed if Inglewood is to continue as a healthy viable community.

Problems

- Floodplain Regulations and Airport Noise Regulations limit development potential (Section 5.0).
- The Petro Canada Refinery Site and the C.P.R. operations are blighting influences on existing and potential residential development (Section 4.4).
- The C.P.R. yard and other industries cause various environmental impacts (Section 4.5, 5.0).
- High traffic volumes on 9 Avenue and limited parking create an extremely difficult environment for healthy retail development and pleasant pedestrian shopping (Section 3.0).
- Transients and derelicts are an intimidating influence in the western part of the community. Spillover from the dislocation of residents in adjacent areas such as Victoria Park could extend this problem into the residential precincts (Section 8.0).
- The small population and limited residential area exacerbate the above problems and limit the public and private facilities that the community can support.

Advantages

- Residents of Inglewood are committed to preserving and enhancing their community.
- The Bow and Elbow Rivers are beautiful edges to the community.
- The community has excellent proximity to downtown facilities, services, and employment as well as a full range of local social, educational and recreational opportunities.
- Isolation has allowed the community to maintain a unique identity.
- Inglewood's heritage gives roots and strength as well as providing design and tourism themes.
- There are many special features in and around the community including the Zoo, Fort Calgary and the Farmers Market, Pearce Estate Park, Bird Sanctuary, Bow River; and
- The mix of land uses, typical of small towns, creates a diversity of employment and development opportunities.

1.3 HERITAGE

Calgary started in the Inglewood area and there are many reminders of the early years. To quote a letter (1991, February 11) from the Provincial Minister of Culture and Multiculturalism.

> *...Inglewood is endowed with one of the province's richest collections of historic sites and structures. It is also the only district left in the city that reflects its full development history in that it represents Calgary's original residential neighbourhood and the most important surviving commercial street outside the Stephen Avenue Mall. The Province has recognized this importance by designating numerous buildings in Inglewood as historic resources under the protective provisions of the Historical Resources Act.*

Calgary's Heritage Planner reports to City Council (1991, January 15; C91-09):

> *...The community of Inglewood is significant in the Province of Alberta as the oldest settled area of Calgary. This unique area contains the greatest concentration and variety of heritage resources in the City; there are over 40 sites of civic and provincial significance including six sites designated as Provincial Historic Resources. No other Calgary neighbourhood approaches Inglewood in the range and breadth of its heritage.*

Map 4 identifies the above mentioned historic sites.

The need to preserve the historic elements of Inglewood has been recognized by residents for many years. A number of the older buildings have become registered Provincial Sites due to the efforts of the landowners and community. In the case of the Major Stewart house on New Street the owner applied for the historical designation. The Community Association now owns the old AGT building another registered site, on 9 Avenue and uses it for a seniors centre. The St. John's Anglican Church one of the city's original churches was registered after support from the Church. The Inglewood Design Brief (1973) contained clear statements of the importance to the community and the city of protecting Inglewood's past.

The uses of many of the older buildings has changed from the early years of the century. The Cross House, Deane House and Firehall #3 are now restaurants and some of the older historic houses contain small professional offices. The Alexandra Centre, containing a number of important community services and the Silver Threads Seniors Club are located in historic buildings.

New development, such as the replacement of the McGill Block, the Atlantic Plaza retail complex and the proposed addition to the Fraser/Seabloom Block closely adhere to the original architecture .

Although there is no question that the Inglewoood area is unique in its historic character there are no applicable legislative techniques to ensure protection of the overall area.

The A.R.P. strongly encourages new development to respect and reflect the history of the area.

To acknowledge the uniqueness of the area and its historic importance City Council has directed that it be identified as a "Special Character District" in this A.R.P. City Council has further recognized the special character of Inglewood and has supported the efforts of the Old Town Calgary Society to raise funds for the conservation of the area's historic resources.

Recommendations

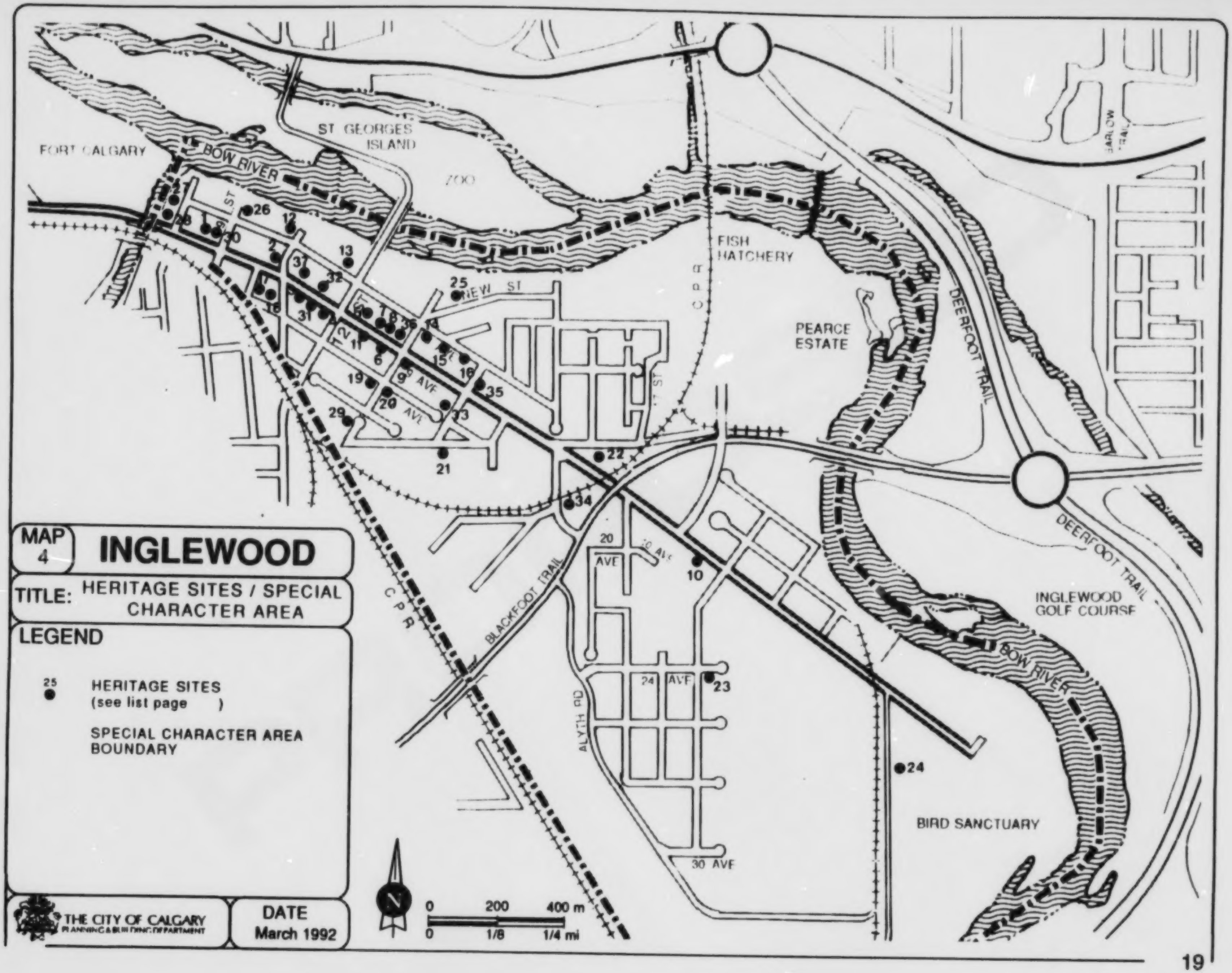
1. That Inglewood as outlined in Map 4 be identified as a Special Character District within Calgary.

2. 9 Avenue development should reflect the historic roots of Inglewood. Development on sites elsewhere in Inglewood need not be in keeping with any particular historic era however proximity to historic structures should be considered in design approvals.

3. Amendments to the Land Use By-law be considered which would require development permits for facade and signage changes to buildings located on 9 Avenue. Methods to expedite and simplify the approval process for signage meeting historic character guidelines will be studied. Guidelines for historic theme signage will be prepared.

Table 1

INGLEWOOD			
Site	**Heritage Building**	**Address**	**Date**
1.	Alexandra School	922 - 9 Ave. S.E.	1902
2.	Fire Hall #3	1030 - 9 Ave. S.E.	1906
3.	Burn Block	1215 - 9 Ave. S.E.	1912
4.	Fraser Block	1225 - 9 Ave. S.E.	1911
5.	Blow Block (a), Dougall Block (b)	1312 - 9 Ave. S.E. 1314 - 9 Ave. S.E.	1911 1911
6.	Fraser and Seabloom Block	1329A - 9 Ave. S.E.	1912
7.	Victory Block	1322 - 9 Ave. S.E.	1908
8.	Carson Block	1336 - 9 Ave. S.E.	1912
9.	Gresham Block	1403 - 9 Ave. S.E.	1912
10.	Colonel Walker School	1921 - 9 Ave. S.E.	1911
11.	Inglewood Telephone Building	1311 - 9 Ave. S.E.	1909
12.	Van Wart/Burns Night House	1036 - 8 Ave. S.E.	1890
13.	A.E. Cross House	1240 - 8 Ave. S.E.	1891
14.	St. Andrew's Presbyterian Parish Church	1405 - 8 Ave. S.E.	1911
15.	St. John's Manse	1419 - 8 Ave. S.E.	1907
16.	St. John's Evangelist Anglican Church	1423 - 8 Ave. S.E.	1911
17.	Maclean Auction Barn	1036 - 10 Ave. S.E.	1909
18.	National Hotel	1042 - 10 Ave. S.E.	1910
19.	Seven Oaks Court	1339 - 10 Ave. S.E.	1913
20.	Trinity United Church	1401 - 10 Ave. S.E.	1912
21.	Maple Leaf Mills	1505 - 17 Ave. S.E.	1929
22.	Calgary Brewery Site	1892 - 15 St. S.E.	1892
23.	East Calgary Bungalow School	2506 - 17 St. S.E.	1918
24.	Walker Residence	2325 - 23 St. S.E.	1910
25.	Major Stewart House	26 New St. S.E.	1885
26.	Suitor House	1004 - 8 Ave. S.E.	1907
27.	Deane House	806 - 9 Ave. S.E.	1906
28.	Hunt House	890 - 9 Ave. S.E.	1881
29.	Hudsons Bay signage and warehouse	1215 - 13 St. S.E.	
30.	McGill Block/ Dick Block	904 - 9 Ave. S.E.	1910
31.	Seabloom Block	1223 - 9 Ave. S.E.	
32.	Bank of Commerce	1230 - 9 Ave. S.E.	1915
33.	The Terrace	921 - 14 St. S.E.	
34.	The Metis Shanty	1892 - 15 St. S.E.	
35.	The White Barn	806 - 14 St. S.E.	
36.	Blyth Hall	1340 - 9 Ave. S.E.	
37.	The Kennedy Block	1216 - 9 Ave. S.E.	



MAP 4

INGLEWOOD

TITLE: HERITAGE SITES / SPECIAL CHARACTER AREA

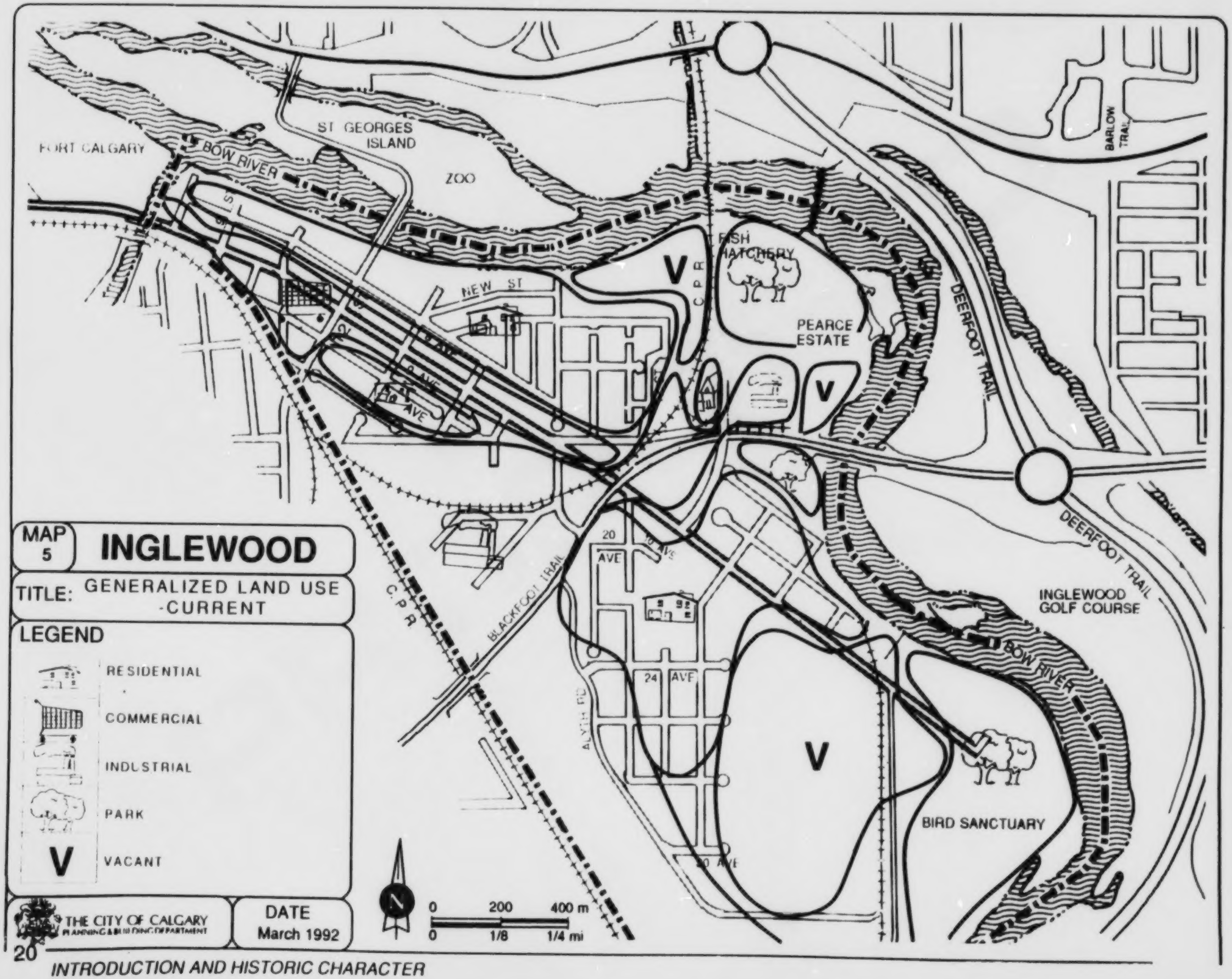
LEGEND

● 25 HERITAGE SITES (see list page)

SPECIAL CHARACTER AREA BOUNDARY

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

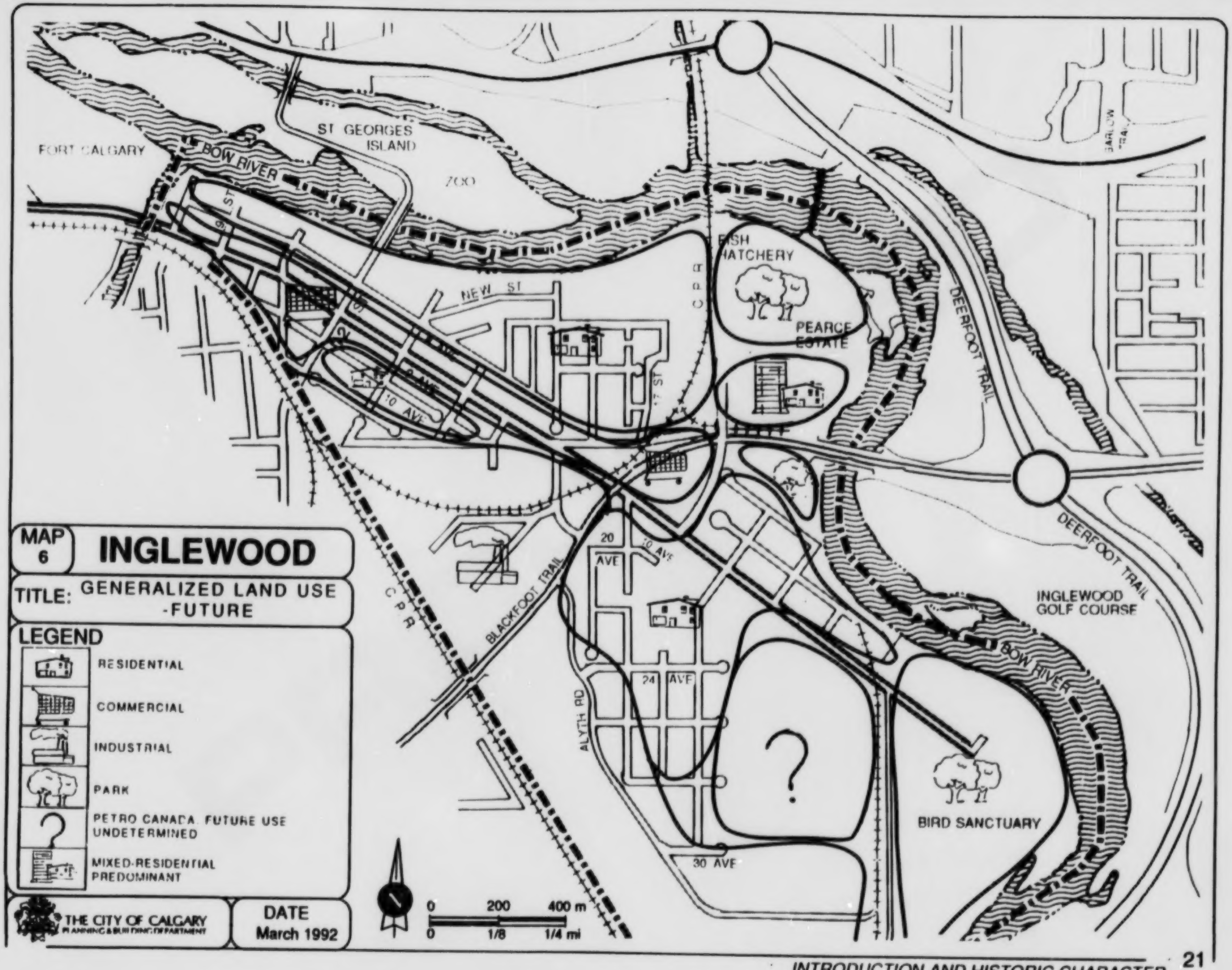


MAP 5 **INGLEWOOD**

TITLE: GENERALIZED LAND USE -CURRENT

DATE March 1992

THE CITY OF CALGARY PLANNING & BUILDING DEPARTMENT


MAP 6
INGLEWOOD
TITLE: GENERALIZED LAND USE -FUTURE
LEGEND
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
PARK
PETRO CANADA. FUTURE USE UNDETERMINED
MIXED-RESIDENTIAL PREDOMINANT
THE CITY OF CALGARY PLANNING & BUILDING DEPARTMENT
DATE March 1992
0 200 400 m
0 1/8 1/4 mi
FORT CALGARY
BOW RIVER
ST GEORGES ISLAND
ZOO
9 ST
12 ST
9 AVE
10 AVE
NEW ST
17 ST
C P R
FISH HATCHERY
PEARCE ESTATE
DEERFOOT TRAIL
BARLOW TRAIL
BLACKFOOT TRAIL
20 AVE
10 AVE
24 AVE
ALYTH RD
30 AVE
C P R
INGLEWOOD GOLF COURSE
BOW RIVER
BIRD SANCTUARY

2.0 RESIDENTIAL LAND USE

2.1 ISSUES AND EXISTING CONDITIONS

There is a clear need to increase Inglewood's population. Families with children are particularly important to the continued viability of a number of important Inglewood programs and facilities.

The Inglewood Design Brief approved by City Council in 1973 noted:

> *The population of Inglewood has been slowly decreasing for several years. Consequently, many services, commercial and public, have become marginal operations -in terms of either profit or effectiveness. The effect on educational facilities is perhaps the most serious cause for concern.*
>
> *It is a fundamental objective of the Community's plan to reverse this trend by increasing population.*

When the Design Brief was prepared in 1972, Inglewood's population was 3,200. Since that time, rather than increasing toward the 100% increase proposed in the Design Brief the population has dropped 20% to 2,500. This is too low a population to support the healthy community the residents desire.

In addition to the need for new development there is the issue of the design and impact of new housing (mainly narrow lot infill), the desire to increase the level of home ownership and the ongoing need for funds for housing rehabilitation.

The majority of Inglewood residents live in single-family homes. There are several townhouse developments and low-rise apartments, including the Rhubarb Patch Seniors Complex, and the historic 9 Avenue brick apartments.

Most of the houses in Inglewood were built early in the century and many have suffered some deterioration. The Residential Rehabilitation Assistance Program has been very well used by homeowners with 880 of Inglewood's 1,300 housing units being upgraded to some extent. This represents approximately $2,500,000 being made available by the program.

2.2 OBJECTIVES

Prime Objective

Encourage the construction of more housing to increase the population.

Secondary Objectives

- promote stability within the community;
- improve the interface between residential and non-residential activities;
- improve existing residential areas by renovation and rehabilitation where feasible;
- provide for a variety of accommodations recognizing differences in age, family size and income;
- encourage a high degree of home ownership.
- recognize the importance of existing walk-up apartments on 9 Avenue as a vital component of the residential precinct of Inglewood and ensure that additional residential development is encouraged above 9 Avenue commercial uses.

Not all of these objectives can be directly addressed through land use planning approaches. A general improvement in the neighbourhood however, will contribute to the achievement of all the objectives. These objectives may conflict in some situations. At these times, the planning process within the community and the city will have to determine the course of action with particular reference to the prime objective noted above.

Future Growth

It is difficult to project the future population of Inglewood; however, an increase in the range of 1,000 people within 5-8 years can be foreseen. The great majority of the new development will be on the Conforce site. Population increases beyond 1,000-1,500 people would require a substantial increase in the birth rate, redesignation of areas from detached to multi-family housing or residential development on the Petro Can refinery site. None of these possibilities are likely within the decade, if ever.

2.3 POLICIES

2.3.1 The R-2 and R-2A designations on the existing low density residential areas should be retained. Exceptions should fall within the guidelines of 2.4.6 following.

2.3.2 New residential development should respect the surrounding housing and contribute to an attractive streetscape.

2.3.3 Industrial lands north of 17 Avenue should be redesignated to facilitate residential and commercial development.

2.3.4 New opportunities for residential development on City owned lands should be identified and aggressively pursued. The City should, in appropriate ways and where feasible, facilitate the creation of residential development opportunities on privately owned land.

2.3.5 The redesignation of privately-owned lands in the community from R-2/R-2A (low density detached housing) to RM-1 or RM-2 (low density/family oriented townhousing) for small sites (.4 ha. or less) on a limited basis is in the best interest of the community if they meet the conditions set out in the Implementation Section (2.4.).

2.3.6 The City Administration should work with Community to facilitate processing of applications for residential development.

Multi-unit Housing

New development possibilities as outlined in the above policies envisage and encourage some new townhousing development in Inglewood in the range of 12 to 30 units per acre with a 3 storey maximum height. Individual projects of this density and height containing up to approximately 10 units can be absorbed into the existing R-2 areas as outlined in 2.4.5 below with careful design. No wholesale redevelopment of major portions of any residential street is supported without full public review and an amendment to the A.R.P. This policy encourages low to medium density townhousing; however, many sites may only be appropriate for detached housing while other sites (generally those not surrounded by existing development) may be able to accommodate higher density apartment housing.

Infill Housing

New narrow lot housing (infill) has been built in Inglewood as in other inner city communities. This type of housing has been very controversial in several communities because it often entails the construction of two homes on a site which originally accommodated a single bungalow. The new homes are usually narrower, taller and extend much further back in the yard than the adjacent older homes causing a variety of shadowing, privacy, and streetscape impacts.

City Council has adopted a number of measures designed to ensure the opportunity for public review and appeal of infill housing applications and decisions. Generally the quality of infill housing being constructed in the inner city is very high and the new buildings are often replacing deteriorated houses in the community.

In Inglewood sensitively designed infill development will be valuable to maintain the overall quality of the housing stock, increase the population and provide variety in available housing. It should however respect the existing development.

2.4 IMPLEMENTATION

2.4.1 The Province of Alberta and C.M.H.C. should continue to be urged to take the action necessary to expand eligibility and increase funding for the Residential Rehabilitation Assistance Program (R.R.A.P.). Provisions to extend eligibility to houses which have already received R.R.A.P. support should be included in the program.

2.4.2 C.P. Rail will be requested to conduct operations of its yard facilities in such a way as to minimize odour and noise impacts on Inglewood, and other affected communities.

2.4.3 All City owned land not required for road utility or park purposes should be made available for sale to the public. City Departments will cooperate by defining their future needs as precisely as possible and releasing any lands possible for redevelopment.

2.4.4 A cost sharing program with area industries will be funded to buffer residential areas from adjacent industrial areas through fence construction, tree planting, etc. Such a program should be designed to cost the City no more than $10,000 per year and to be reviewed in five years. The City would contribute fifty percent of the cost of any improvements. The community association will coordinate the program in conjunction with the Planning & Building Department and the Engineering Department.

2.4.5 The disposition of small remnant, otherwise undevelopable parcels of City owned land to adjacent owners should be expedited if surplus to City needs.

2.4.6 The redesignation of privately-owned lands in the community from R-2/R-2A (low density detached housing) to RM-1 or RM-2 (low density/family oriented townhousing) for small sites (.4 ha+ or less) is supported in principle on a limited basis. The following conditions should be met in any such redesignation:

a. Area residents must be fully involved in the redesignation and development permit process.

b. The site is either currently vacant, substantially underdeveloped or developed with housing which has substantially deteriorated and the site is not completely surrounded by lower density housing. Generally sites on the edges of lower density areas are most appropriate for this type of redesignation.

c. Traffic and other impacts have been thoroughly analyzed and can be minimized.

d. The appearance of new developments should be compatible with existing nearby development. The edges of new developments are very important and should be attractively designed or screened to enhance to the area.

2.4.7 The Infill Housing Guidelines shall be applied to all infill housing applications and the principle maintained of ensuring that new development is compatible with existing development.

2.4.8 Site Specific Implementation Actions

To implement the residential land use policies, the site specific actions outlined in Table 1 and Table 3 are required and, where applicable, guidelines as noted shall be considered in reviewing development applications.

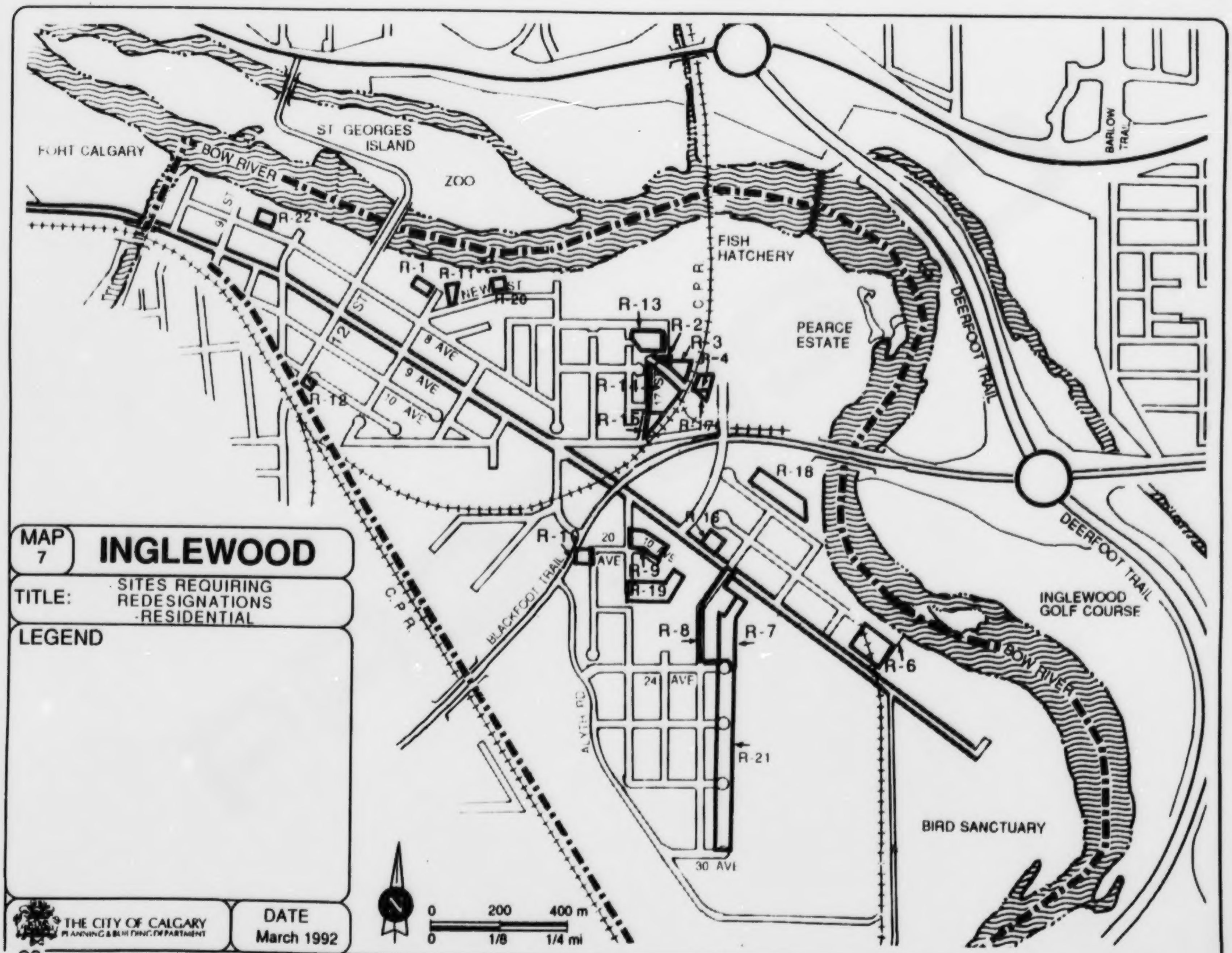
2.4.9 The City Administration should work with Community to facilitate processing of applications for residential development.

TABLE 2 PROPOSED RESIDENTIAL REDESIGNATIONS

SITE*	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignations to Direct Control)
*R1 Expert Auto Body	A	Residential	R-2A Residential Low Density District	• Certain relaxations may be necessary to facilitate redevelopment.
R2 [1] 1424 - 17 St. S.E. (Near Conforce)	I-2	Open space/road	PE/PS	• Redesignate with Site R3.
R3 [1] 1428 - 17 Street S.E. (Near Conforce)	R-2 (MR)	Open space/road	PE/PS	• Redesignate with Site R2. • Portion of site may be required for future road/pathway construction.
R4 [1,2] 1805, 1809, 1815 - 14 Avenue S.E. (Behind 17A St. S.E.)	PE	Medium density multi-dwelling	DC (RM-1)	• Rail and aircraft noise must be buffered in building design. • Higher density would be appropriate redevelopment of 17A Street.
R6 [1] 23 Street S.E. 8 Avenue S.E.	PE/R-2	Low density multi-unit residential	DC (RM-1)	• Detached housing allowable.

* Do not confuse site number, i.e. R1 . . . R17 with land use designation categories, e.g., R-2, RM-1.

1. Currently City-owned.
2. Developability or subdivision of site may be dependant on changes to the Calgary Airport Protection Area Regulation.



MAP 7

INGLEWOOD

TITLE: SITES REQUIRING REDESIGNATIONS -RESIDENTIAL

LEGEND

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

TABLE 2 cont'd

PROPOSED RESIDENTIAL REDESIGNATIONS

SITE*	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignations to Direct Control)
R7 [1,2] 1815, 1920 - 24 Avenue East of Firehall #3 Site and 17 Street S.E.	I-2 DC	Low density residential	DC RM-1/R-2A to allow residential development.	∘ Alberta Environment must be consulted prior to any development being approved. ∘ May require relocation of tot lot to one of nearby open space parcels.
R8 [1,2] 2314-2318 - 17 St. S.E. (Firehall #3)	R-2	Low density town-housing (family oriented)	DC (RM2) to allow town housing.	∘ Single-detached housing is also allowable.
R9 2026 - 16 Street S.E. 1826, 1830, 1834, 1836, 1840 - 10 Avenue S.E.	R-2A	Medium density multi unit	DC (RM-4) to encourage redevelopment.	∘ RM-4 densities can only be achieved in new development completed since approval of this By-law. Existing structures are limited to approved or R-2A density levels.
R10 2203 - 15A St. S.E. (Japanese Church)	DC	Low density residential single detached	R-2 to permit residential use as alternative to church.	∘ Residential use can only occur upon redevelopment of site.
R11 [1] 16 New Street S.E.	R-2	Detached housing	DC (R-2)	∘ DC guidelines to relax requirements to recognize irregularly shaped lot.

TABLE 2 cont'd PROPOSED RESIDENTIAL REDESIGNATIONS

SITE*	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignations to Direct Control)
R12 1 1301 - 12 Street S.E.	R-2A	Roadworks in R-2 area	R2	
R13 a. 1407 - 17 Street S.E. 1403 - 17 Street S.E. b. 1406 - 16A Street S.E. (South/West of Conforce Site)	DC (I-3)	Low to medium density residential	a. DC (RM-4) b. (R-2A) to permit development compatible with approved plans for Conforce site to north	
R14 2 1605 - 17 Street S.E. (Wild Rose Furniture)	I-2	Multi-use - local commercial/medium density townhousing	DC (C-1/RM-4(100))	∘ Buffering from airport and rail noise required. ∘ Commercial limited to 3,000 sq.ft.
R15 2 1720 - 17 Street S.E.	RM-1 R-2A	Medium density townhousing	RM-4(100)	∘ Buffering from airport and rail noise required.
R16 1,2 1920 and west half of 1934 - 9 Avenue S.E.	RM-4	Low density townhousing (family oriented)	RM-2	
R17 1810 - 15 Avenue S.E. (Abutting Site R4/R5)	I-2	Medium density multi-family	DC (RM-1)	∘ For consolidation with Site R4.

TABLE 2 cont'd PROPOSED RESIDENTIAL REDESIGNATIONS

SITE*	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignations to Direct Control)
R18 1,2 2040 - 7 Avenue S.E. (Abutting baseball diamonds)	R-1	Multi unit or detached housing	DC (RM-1/R2A)	◦ Site boundaries can be adjusted to accommodate development.
R19 1,2 Blackfoot Trail Original R.O.W.	RM-1	Multi unit or detached housing	DC (RM-1/R2A)	◦ Detached housing allowable.
R20 New Place	R-2	Residential	No Change	◦ Recognize potential need for subdivision/development rule relaxations.
R21 City owned land strip - west side of Refinery site 1815 - 28 Avenue 1815 - 26 Avenue	DC	Multi unit or detached residential	R2A/RM1	
R22 1006 - 8 Avenue S.E. 1008 - 8 Avenue S.E.	R-2	Use of land for "bed and breakfast".	DC (R-2)	◦ Administration will support owner initiated redesignation in principle.

3.0 9 AVENUE AND NATIONAL MARKET AREA DEVELOPMENT AND PARKING

The upgrading and revitalization of 9 Avenue and the National Market Triangle is essential to the health of Inglewood.

This area establishes the public image of Inglewood and as much of it is in a state of deterioration, it reflects negatively on the community. This also betrays the heritage of Calgary which grew from its beginnings along Atlantic Avenue (9 Avenue).

The overall objective of the commercial policies is the development of an attractive pedestrian oriented retail/ residential strip which encourages a business and residential mix with building design reflecting the historic traditions of the area.

The Vision Statement for 9 Avenue contained in Section 9.

3.1 EXISTING CONDITIONS

9 Avenue and the National Market Area contain a wide variety of retail development but the predominant uses are automobile related, particularly used car lots.

The historic buildings in the area (Map 4) are a valuable architectural legacy that need to be protected. The mix of building styles from 1900 to the present is an asset. Retail, residential and light industrial uses coexisting is an important facet of the area.

Prior to 1977 the zoning along 9 Avenue was Light Industrial. With the approval of the Design Brief, much of it was redesignated to Direct Control with general commercial guidelines.

The only retail sites outside of the area are a convenience store on 16 Street and a gas station on 20 Street. These sites are appropriately located.

The Business Revitalization Zone (B.R.Z.) and commercial land owners are co-sponsoring a Federal Mainstreet Program with the City and are preparing a street enhancement plan. The purpose of these activities is to enhance the street, increase public awareness of the area and facilitate and increase pedestrian shopping.

3.2 ISSUES

The Inglewood Design Brief, this A.R.P. and other studies and individuals see an exciting future for Inglewood focused on a revitalized historic 9 Avenue shopping area. It is neither the expectation nor the hope that the future will only hold a strip of upscale boutiques and cafes. There is a recognition that 9 Avenue's potential and history is different from other retail strips in the city. In particular the A.R.P. acknowledges that certain retail/wholesale/residential mixes, distribution and inside industrial uses are all acceptable and historically compatible along 9 Avenue as long as the prescribed standards are met. Ninth Avenue will always rely on the regional market requiring substantial parking facilities and a wide range of uses.

There are currently a number of factors which mitigate against the development of an attractive pedestrian shopping area. Most important are the high traffic volumes, the lack of peak hour parking, and the lack of a large local residential population. In addition to addressing this by increasing the population of the immediate area the BRZ members will also be developing strategies to identify and tap their broader market.

3.2.1 Traffic Volumes and the South Downtown Bypass (SDBP)

The future of 9 Avenue is dependent upon two conflicting views of the role and function of the street.

As a local and regional pedestrian retail street, certain conditions, such as appropriate traffic levels and appealing visual points of interest, are needed. The function of these measures would be able to create a pleasant pedestrian environment on the street without the incumbrances of heavy and rumbling traffic with its accompanying dust, noise and danger.

As a major road in the City's transportation network, the function of 9 Avenue would be to facilitate traffic movement along the transportation corridor. As the population of Calgary increases, this corridor would be required to handle volumes in the order of 40-60,000 vehicles per day (vpd). 9 Avenue would not be able to physically handle such volumes. In the present situation, 9 Avenue during rush hour is a detriment rather than an asset to businesses on the street—with substantially increased volumes the situation would worsen.

Clearly, one definite function has to hold sway for the future, if 9 Avenue is to be useful at all. The A.R.P. sees as a long term goal that function as a pedestrian oriented, retail shopping street serving local and regional residents.

To attain that goal, this ARP recommends a two-pronged proposal to Council:

1. Traffic volume increases to the level of the existing street design and operational policies will be accepted. This will mean that, except for safety measures, the physical shape of the street will not change. Congestion will, of course, result and will likely be self-limiting. However, 9 Avenue will not be reconstructed to become more of a barrier through the community than it already is.

   The intent of this policy is to prevent the situation arising in which 9 Avenue is upgraded to accommodate increased traffic, yet as volumes continue to increase it is still unable to function as a viable major road for Downtown access and an additional high volume route (the S.D.B.P.) would have to be constructed. In such a case the potential of the retail shopping street could be lost and 9 Avenue would still have to be twinned with another major thoroughfare.

2. A Transportation Corridor could alleviate this possible future situation by allowing for a major route to handle increased traffic to a far greater degree than 9 Avenue could, while maintaining the integrity of 9 Avenue.

   To that end, this ARP accepts the need for a major traffic connection both to facilitate traffic movement into the Downtown from the east and to avoid the impact (including possible road widening) which increasing traffic volumes would have on 9 Avenue without such a route. The Community endorses the continued protection of the traffic corridor right-of-way for construction of a SDBP as shown in Map 18.

   There will be full opportunity prior to construction of a S.D.B.P. for the community to be involved in the review of detailed alignment options within the corridor, access, landscaping and other design details which may affect the community. In addition, the Transportation Department, prior to recom-mending construction of the SDBP to City Council, will review the assumptions on which the need for the facility is based, and other possible standards of roadway and rapid transit corridors. The community will be welcome to participate in this review and provide ideas and suggestions.

It is felt that these two recommendations: the SDBP corridor protection and the retention of 9 Avenue in its present configuration, will fulfil the ARP objective of revitalizing 9 Avenue to a healthy pedestrian shopping area for the community, while responding to the City wide need for efficient east-west travel along the perimeter of Inglewood.

The policies and the street design will not be modified to facilitate volume increases e.g. lane reversals but only in response to safety concerns and even in such cases discretion must be exercised. This policy accepts that increasing congestion on the street is inevitable and that no actions on 9 Avenue will be taken by the City to reduce it.

The City of Calgary supports a future for 9 Avenue as described above and in the Vision Statement—a healthy shopping street as the centre of a healthy community, while recognizing 9 Avenue's important function as a major standard road in the City's transportation network.

Before substantive action can be taken to implement the vision of a more pedestrian oriented 9 Avenue an alternative route to 9 Avenue in the form of the proposed South Downtown Bypass must be accepted as an alternative major eastern access to Downtown. City Council has directed that the S.D.B.P. alignment be reviewed as part of the Inglewood and Ramsay A.R.Ps. This A.R.P. endorses the preferred S.D.B.P. alignment. A similar review of this alignment is also currently being undertaken in the preparation of the Ramsay A.R.P.

Should City Council endorse the alignment shown in Map 18 in their review of the relevant community plans the City will be able to more actively support the "pedestrianized" main street retail side of 9 Avenue rather than its peak-hour traffic carrying role.

3.2.2 Parking

Parking, and particularly the by-law parking requirements, are a major issue affecting 9 Avenue. The problem relates to two factors:

a. The extreme difficulty of meeting Land Use By-law parking requirements for new businesses wishing to locate along 9 Avenue due to the existing built form (early 1900's attached commercial/apartment block construction with limited parking). Several proposed developments have been abandoned primarily because sufficient parking to meet by-law standards could not be found although sufficient parking to meet the entrepreneurs' self-defined business needs was available.

b. The perceived negative impact on businesses resulting from lack of parking in the area.

Overspill parking problems have emerged and been addressed near the Deane House.

The A.R.P. does not propose that the by-law parking requirements be relaxed although it does recommend that the existing standards be reviewed to determine their impact on the economics of development, particularly in marginal retail areas such as 9 Avenue. The Plan proposes a comprehensive review of parking policies which could include optimizing the management of existing and future parking, consideration of restricted parking areas and a cash-in-lieu policy that would provide for new uses. Relaxations would likely only be an appropriate policy if a cash-in-lieu policy were not adopted.

The parking review would have as its primary goal the stimulation and facilitation of new retail development. The community understands and accepts that stimulating new development through allowing off-site parking and/or relaxations has the potential of creating overspill parking. Parking in the setback area will be discouraged.

The attitude of the community and this A.R.P. is that new retail development with a parking problem is much preferable to a deteriorated auto-oriented strip with no parking problem.

One method of accomplishing this goal proposed by the residential and business communities is a phasing of the parking requirements for a new development over a two year period. Under this approach a new business would provide a portion of the parking required by the Approving Authority on opening but would have two years to provide the balance. This and other methods of encouraging new development will be explored in the parking policy review.

It is important that the parking study consider the possibility of allowing relaxations to the owners of historic buildings, on application for development permits, to facilitate renovations without onerous restrictions. (See 3.5.6.)

3.2.3 Road Widening Setbacks

The Land Use By-law 2P80 establishes a 2.134 m (7 ft.) building setback along both sides of 9 Avenue.

The amount of land made available by this setback policy in Inglewood is not enough to permit major road widening and the City has no plans for such widening. The Transportation Department indicates rather that setback lands could be used for intersection channelization (usually addition of a turning lane in the middle of the street). The other very important function of the setback area is to provide for improved pedestrian movement by creating widened sidewalks and space for street furniture and other amenities.

Channelization at 9 Avenue/12 Street could occur to address pressing safety concerns should such arise. Because of the narrow sidewalks along 9 Avenue and the hope that the area will become more of a pedestrian area it is very important to protect the opportunity for sidewalk widening. The A.R.P. recommends that the setback be retained for pedestrian uses only, except where specifically required for intersection widening for safety purposes. The setback may, therefore, be modified by the Approving Authority in areas not affected by possible channelization and/or pedestrian activities for example, in the renovation of historic buildings. Should there be desire on the part of a landowner for a second storey cantilever over the setback area or other appropriate reasons the Approving Authority may allow the setback area to remain as a vacant front yard in private ownership. A pedestrian easement would then be required to allow the public access to the pedestrian area.

It is understood that these policies by not allowing further channelization of intersections could just limit the allowable density on some sites. However, such a policy of restricting channelization more accurately reflects the long-term traffic planning for 9 Avenue and contributes to the opportunity for a high quality pedestrian environment.

3.3 OBJECTIVES AND POLICIES

3.3.1 General Intention

Development of an attractive pedestrian oriented retail strip supportive of new businesses, with new building design reflecting the nature of the area.

a. The objectives of the 1973 Inglewood Design Brief with respect to 9 Avenue as outlined in Section 9.3 are continued as part of this Plan.

b. The guidelines for new development outlined in the Inner City Plan 1977 and the Inglewood Design Brief 1973 for regional pedestrian-oriented commercial areas are re-affirmed.

c. The boundaries of the 9 Avenue commercial area noted on Map 19 are re-affirmed. Further expansion of this commercial area or the redesignation of other lands for retail use in Inglewood is strongly discouraged and would require an amendment to this A.R.P.

d. The design of new commercial developments should recognize the historic nature of 9 Avenue.

e. New commercial development is discouraged from providing front yard parking and front vehicular access to 9 Avenue (except where currently existing) as it detracts from the pedestrian environment.

f. In an effort to improve the image of 9 Avenue as a commercial and historic area and to provide an attractive city-wide focus, consideration should be given to changing its name to Atlantic Avenue (its historic name up until 1919).

g. Residential development is encouraged along 9 Avenue in low rise apartment form above grade level retail.

h. New development designed to serve or sell vehicles will be discouraged.

i. The types of new development approved should contribute to the goals of the street upgrading as outlined in this Plan.

j. Maximum height of buildings on both sides of 9 Avenue should be established to ensure reasonable sun exposure to the north sidewalk and the rear of the properties along 8 Avenue.

k. The City Administration will work with the community to facilitate and expedite applications for development on 9 Avenue.

3.3.2 Floodplain

The floodplain study will examine ways to facilitate new development on 9 Avenue. The City will consider the existing policies particularly with regard to the eventual raising of 9 Avenue and the use of caveats in development approvals. (5.2)

3.3.3 South Downtown Bypass

Protection of a S.D.B.P. corridor is supported for the improvement of the commercial environment along 9 Avenue and the general residential environment in the community. The community will be involved in further studies as outlined in 3.2.1.

3.3.4 Road Widening Setbacks

The current setback for new development on 9 Avenue S.E. will be retained. The setback will generally be used for the improvement/widening of pedestrian use areas. The setback policy may also be implemented through a public easement being applied to the "setback" area while the land is retained in private ownership. This would facilitate development above the grade level "setback" area (e.g. cantilever balconies) and the placement of non-structural elements in the area.

3.3.5 Parking

A workable parking policy will be developed. The policy study will consider maximizing existing parking, possible overspill parking, cash-in-lieu and the development of parking lots through the parking authority.

3.3.6 Redevelopment of the National Hotel, Farmers' Market and Gresham Block sites is encouraged.

3.3.7 The City, in applying its various rules and policies will recognize the desire of City Council to facilitate creation of a healthy mixed use retail/residential street.

3.4 SPECIFIC SITES

3.4.1 Farmers' Market Area

The Farmers' Market area has been an important commercial part of Inglewood since the Hutterite Market opened in the 1950s. On weekends during the warmer months farm products are sold by visiting farmers. For many years this was the only farmers market in Calgary but today several other larger markets have been developed. The future of the market is unclear as it depends on the individual farmers. The facilities are temporary and parking very limited.

The Farmers' Market area generally includes the auction barn, parking lot and National Grocery site. With redevelopment of the National Hotel, portions of the C.P. right-of-way, the Sure - Gain Building, -and the City-owned and privately owned portions of the Crown Surplus site the Farmers' Market could be incorporated into an exciting comprehensive redevelopment of the area.

There are significant opportunities presented by redevelopment and/or enhancement of the Market area to contribute to a stronger 9 Avenue retail area. The Inglewood Design Brief proposed concepts which could see the area become a "small scale metropolitan centre". Predominant in the development concept was construction of a "Market Road" providing access to the rear of the Farmers' Market and to 11 Street S.E. from 9 Street S.E. along the C.P. right-of-way. (Inglewood Design Brief Part 2 1973, Page 17).

As no development concept has been proposed for this site the A.R.P. has no specific recommendations except to generally encourage a retail component in new development.

3.4.2 National Hotel

The National Hotel was built in 1910 and has served the community in many ways over the years. Unfortunately, the Hotel currently contributes little to the neighbourhood. The area around the National is the scene of crime, prostitution and violence. Through the A.R.P. planning process various ways of encouraging a change in the use of the building have been explored because of its negative social impact on Inglewood. The recommendations proposed are designed to facilitate economic redevelopment of the site.

The current I-2 land use designation on the site permits hotel development up to 100 ft. in height or low rise industrial or commercial uses. The proposed D.C. designation would retain this maximum height in some development configurations. Limited parking relaxations will be permitted in certain circumstances as outlined in Section 3.5.10.c.

The preferred development of this site would retain the historic building and find an innovative use for it.

Should redevelopment take advantage of the parking relaxations proposed in this Plan, some overspill parking could occur which could affect some other area landowners. However, these costs are considered justified by the need to remove this development as it presently exists from the community. The positive impact on adjacent owners of the change of use will much more than offset the overspill parking which could occur. There are also a number of nearby locations which could provide public parking. The use of the CPR right-of-way to provide area parking is a possibility.

3.5 IMPLEMENTATION

3.5.1 Development Guidelines

Inglewood has been declared a Special Character District by the City of Calgary. To reflect the intent of the commercial land use policies, the following guidelines will be considered by the Approving Authority in reviewing applications. These guidelines apply to the portion of 9 Avenue between 8 Street S.E. and 19 Street which is recognized as a distinct character area.

a. Front yard parking in new development and direct vehicular access to 9 Avenue is strongly discouraged as it is disruptive to a pedestrian-oriented streetscape. (Front yard parking to be prohibited between 10 Street and 14 Street). Any front yard parking or auto sales lots must be separated from the sidewalk by fencing of at least 1 m in height. Rear lane access to commercial properties will be allowed.

b. The design of new buildings on 9 Avenue from 8 - 14 Streets should reflect to the extent possible the heritage theme of the area and, to the extent possible, the nature of the older brick, sandstone buildings with use of similar materials. Large glass facades will generally be discouraged.

c. Commercial signage in the area should be designed and scaled for the pedestrian. Projecting signs are permitted but must have a maximum area of no more than 2.5 sq. metres and reflect the historic nature of the area. Third party commercial advertising signage larger than 9.3 m (100 sq. ft.), oriented to vehicular traffic is prohibited. Banners for commercial purposes and portable signs (see glossary 9.5) are prohibited.

3.5.2 The current right of way property setback on 9 Avenue as contained in the Land Use By-law is retained. However, the setback will not be used to facilitate road carriageway widening except as required for intersection channelization to improve safety at 12 Street and 9 Avenue. The setback will be primarily used for the improvement and widening of pedestrian areas and may be relaxed by the Approving Authority if circumstances warrant. The setback policy may also be implemented through a public easement being applied to the "setback" area while the land is retained in private ownership. This would facilitate development above the grade level "setback" area (e.g. cantilever balconies) and the placement of non-structural elements in the area.

Parking in the setback area should be discouraged.

3.5.3 The Planning & Building Department is developing a street enhancement design in conjunction with 9 Avenue landowners. The study will address commercial signage standards as well as facade and street enhancement.

3.5.4 The traffic corridor right-of-way shown in Map 18 should continue to be protected for the construction of the South Downtown Bypass. The community will be involved in further studies as outlined in Section 3.2.1.

3.5.5 No substantial changes to the 9 Avenue parking or operational policies will be made primarily to facilitate traffic movement (i.e. to ease congestion and make the road better able to accommodate increased traffic volumes). Only those changes to 9 Avenue which are required to ensure the road facilities operate safely (i.e. line painting, signal timing, minor changes to parking policies) will occur. Any substantial changes which would require City Council decision will be accompanied by a report prepared by Transportation in consultation with the Planning & Building Department and with community input and will:

a. provide the rationale behind the proposed changes;

b. evaluate the impact of the proposed changes on the 9 Avenue retail function, on the residential community and on the goals of this A.R.P.;

c. evaluate alternatives and their potential impact.

3.5.6 The Planning & Building Department will work with the Calgary Parking Authority, the Transportation Department and the Atlantic Avenue B.R.Z. to develop a parking program for the 9 Avenue commercial strip. The program may include a cash-in-lieu policy for retail, restaurant, lounge and personal service developments. As well, the program may identify potential site(s) for acquisition for at-grade public parking, and will consider methods of stimulating and facilitating new retail development on 9 Avenue and the potential for parking relaxations for historic building reuse. The parking program will not be constrained by current policies and will be based on the premise that new development is desirable and must be actively facilitated. Parking relaxations will be strongly discouraged should a cash-in-lieu policy be implemented although relaxations for historic buildings will be considered on a site by site basis.

3.5.7 The Approving Authority will take into consideration the proposed parking program in reviewing development permit applications in the area.

3.5.8 The Calgary Parking Authority is requested to explore with the C.P.R. the potential to develop parking on the appropriate portions of the C.P.R. right-of-way.

3.5.9 The Planning & Building Department will review the impact of current By-law parking standards for retail, restaurant and lounge uses to determine the extent to which they may unduly curtail development in older areas and what methods could be used to improve the situation. In particular the experience of other cities, the impact of standards on development economics and ways of building flexibility into the standards to facilitate development should be considered.

3.5.10 The National Hotel site should be redesignated to Direct Control with the following guidelines:

a. Maximum height, if development is a mixture of residential and commercial uses with at least 4 storeys of residential development or hotel use, will be 10 storeys with retail at grade; or if redevelopment is exclusively commercial maximum height will be 5 storeys with retail at grade.

b. Redevelopment on the site must include historic details in the facade treatment.

c. Limited parking relaxations will be considered on this site for retail or other uses considered by the Approving Authority to be directly supportive of the objectives of this A.R.P. The possible relaxation would be evaluated on its merits. It is recognized that such relaxations have the potential to cause overspill parking.

d. Other rules as in the C-3 Land Use District will apply.

3.5.11 It is recognized that the National Hotel and the Maclaren's Auction Barn have historical significance which should be reflected in any redevelopment or building rehabilitation. Should new development be proposed for the site which would contribute to the objectives of this A.R.P. however, retention of all or elements of the existing buildings, although encouraged, should not in any way be a condition of redesignation or redevelopment.

3.5.12 Redevelopment of the Farmers Market area is encouraged. If new development does not accommodate the market function it should substitute some other pedestrian related retail functions or residential use which will contribute generally to 9 Avenue and Inglewood redevelopment.

3.5.13 Atlantic Avenue, the original name for 9 Avenue may be used as an alternative facility name for purposes such as advertising, general area identification and supplemental street signage.

3.5.14 Wholesale/Retail, distribution, and inside industrial uses may be allowed along 9 Avenue if the impact is limited and the above guidelines are met.

3.5.15 The strip is seen as a general retail area but also as the main street and meeting place for the community with all uses open to all age groups. Uses other than lounges which restrict their clientele to adults, for example, will be discouraged.

3.5.16 Site specific redesignations as contained in Table 2 - Commercial/Industrial Redesignations - are required and where applicable, guidelines as noted shall be considered in reviewing development applications.

3.5.17 In the exercise of its discretion the Approving Authority will generally discourage new development on 9 Avenue which fails to contribute to the objectives and vision established in this Plan. The Approving Authority may support any development it believes meets the objectives of this Plan.

3.5.18 The Approving Authority recognizes the importance of the historic buildings and the possible need for relaxations to facilitate economic rehabilitation and reuse of the structures.

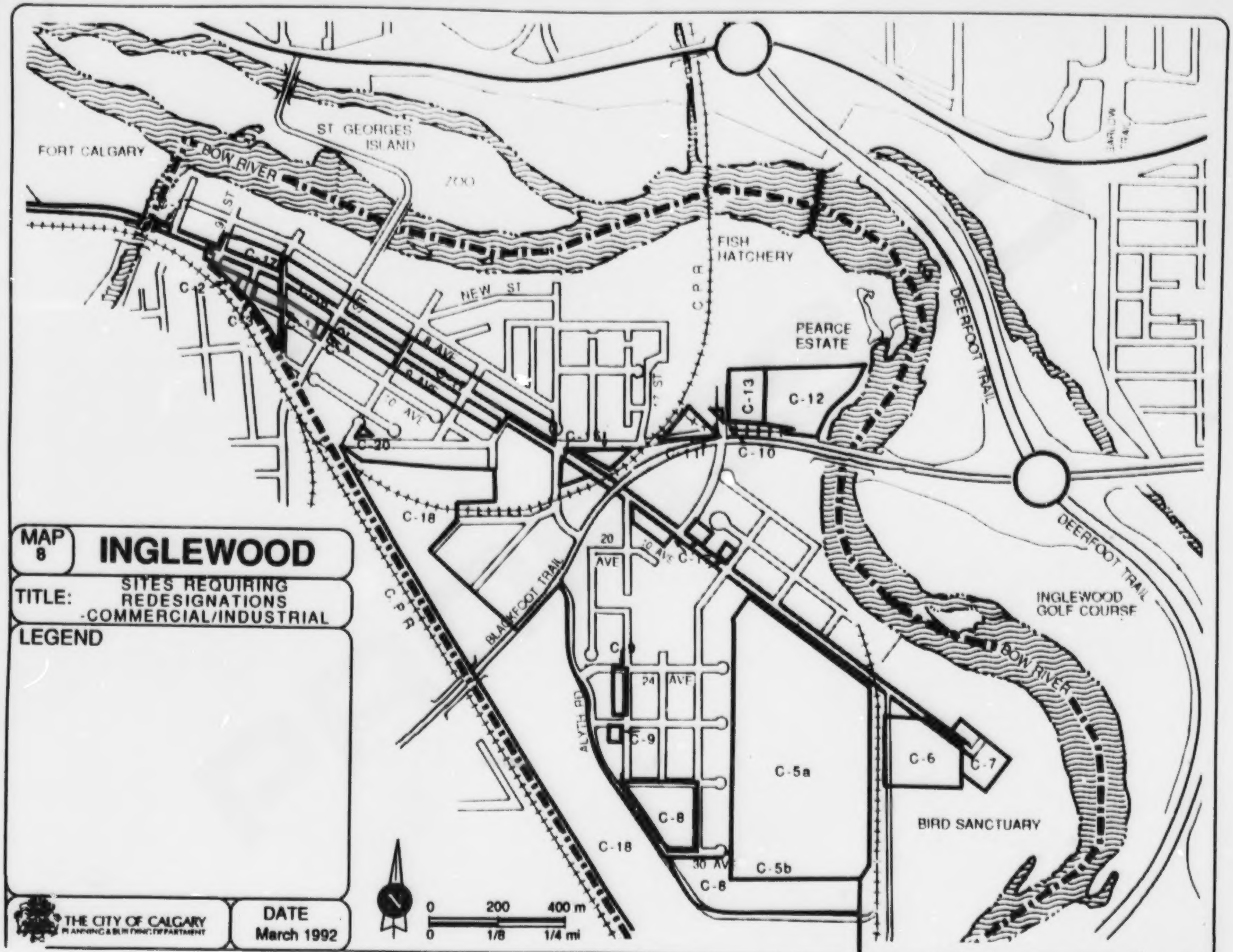

MAP 8
INGLEWOOD
TITLE: SITES REQUIRING REDESIGNATIONS -COMMERCIAL/INDUSTRIAL
LEGEND
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
DATE
March 1992
0
200
400 m
0
1/8
1/4 mi
FORT CALGARY
BOW RIVER
ST GEORGES ISLAND
ZOO
9 ST
NEW ST
17 ST
8 AVE
9 AVE
10 AVE
20 AVE
24 AVE
30 AVE
C.P.R.
C.P.R.
FISH HATCHERY
PEARCE ESTATE
DEERFOOT TRAIL
DEERFOOT TRAIL
BARLOW TRAIL
BLACKFOOT TRAIL
ALYTH RD
INGLEWOOD GOLF COURSE
BIRD SANCTUARY
BOW RIVER
C-2
C-3
C-17
C-20
C-18
C-18
C-13
C-12
C-10
C-11
C-9
C-9
C-8
C-8
C-5a
C-5b
C-6
C-7

TABLE 3 PROPOSED COMMERCIAL/INDUSTRIAL REDESIGNATIONS

SITE*	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignations to Direct Control)
[1]C1 National Hotel 1042 - 10 Avenue S.E.	I-2	Multi-use residential and/or commercial	DC	∘ See guidelines in Section 3.5.12.
C2 915-921 - 9 Avenue behind 1005 - 9 Avenue	I-2	Commercial	DC	∘ Guidelines as for Site C17 - 9 Avenue.
C3 Farmers Market Area SE of 10 Street and 10 Avenue (excluding the National Hotel)	I-2 DC	Commercial	DC	∘ Existing uses are conforming. ∘ Consolidation of sites is encouraged. ∘ Guidelines as in Site C17 - 9 Avenue. ∘ Wholesale/retail, distribution uses acceptable.
C4 917 - 12 Street S.E. (shoe repair)	I-2	Commercial	DC	∘ Existing use permitted. ∘ Guidelines as in Site C16 - 9 Avenue Core Area.

* Do not confuse site number, i.e. C1 . . . C19 with land use designation categories, e.g., C-1, C-2.

[1] Currently City-owned.

TABLE 3 cont'd PROPOSED COMMERCIAL/INDUSTRIAL REDESIGNATIONS

SITE*	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignations to Direct Control)
C5a Petro Can Refinery	I-3	Under policy review	DC with Urban Reserve (UR) guidelines to restrict development until longterm uses established and to permit activities necessary to site clean-up.	∘ All development applications require evaluation by Alberta Environment for sites C5A and C5B. ∘ See Section 4.4.1.
C5b Petro Can Refinery	I-3	Industrial park upon satisfactory reclamation.	DC with Urban Reserve (UR) guidelines as above.	∘ ARP supports industrial use in principle, no ARP amendment needed. ∘ Limited to strip at south end of site. ∘ See Section 4.4.1.
C6 2425 - 9 Avenue S.E. (Consolidated)	DC (I-3)	Under policy review	DC (UR) to limit development until site safety determined and clean-up program established.	∘ Alberta Environment evaluation of development proposals necessary. ∘ See Section 4.4.1.
C7 2422, 2434, 2444, 2448, 2453 - 9 Avenue (near Bird Sanctuary)	I-2	Limited light industrial	DC (I-2) to reduce impacts on Bird Sanctuary and improve appearance.	∘ Existing developments are conforming. ∘ Improved landscaping, screening standards required in new development.
C8 1805 - 30 Avenue S.E. 2900 Alyth Road (PDS/Shell)	I-3	Industrial	DC (I-2) to reduce potential impacts of future developments on adjacent homes.	∘ Existing/approved developments are conforming and allowable.

TABLE 3 cont'd PROPOSED COMMERCIAL/INDUSTRIAL REDESIGNATIONS

SITE*	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignations to Direct Control)
C9 2507, 2525, 2701, 2707, 2713, 2716 - 16 Street S.E.	I-2	General light industrial	DC (I-2) to require measures in new development to improve environment for nearby residences.	∘ Screening and attractive facade treatment required. ∘ Parking at rear/side or if at front must be attractively landscaped and fully screened. ∘ No backlite signs. ∘ Agreements limiting Sunday operations to inside activities producing little or no noise are encouraged.
C10 1639 - 17A Street S.E. (Greg's Cycle) 1845 - 17 Avenue S.E. (West of Petro-Can Site)	I-2	Commercial/residential	DC (for existing C-2/(12)RM-1) to permit commercial/residential uses more sensitive to nearby residents.	∘ Incorporation of site with properties to north is encouraged in redevelopment.
C11 1802, 1805, 1806, 1808, 1810, 1812, 1814, 1815 - 17 Avenue S.E.	I-2	Commercial	DC C-2(12) to encourage low impact commercial development with limited retail.	∘ Some light industrial uses allowed.
C12 2020 Blackfoot Trail S.E. (Russell Steel)	I-2	Mixed residential/office/hotel use, however, main emphasis on townhouse or apartment residential.	DC (I-2) limits development to low impact in existing building until redevelopment in keeping with ARP policy.	∘ Impacts must be addressed particularly with respect to traffic noise. ∘ Low intensity, low impact industrial uses will be allowed on an interim basis. ∘ 60 m of riverbank open space to be retained. ∘ Unused portion of 17 Avenue R.O.W. to be retained.

TABLE 3 cont'd PROPOSED COMMERCIAL/INDUSTRIAL REDESIGNATIONS

SITE*	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignations to Direct Control)
C13 1640 - 17A Street S.E. (Sears)	I-2	Mixed use including medium or high density residential and potential for office/hotel	DC (RM-6/C-2) to encourage development and provide flexibility.	◦ As site C12. ◦ Consideration of A.V.P.A. Regulations necessary.
C15 1608, 1648 - 9 Avenue S.E. 1703, 1707, 1715, 1727 - 17 Avenue S.E. 1892 - 15 Street S.E.	I-2 DC	Commercial	DC - C-2(12)	◦ Guidelines as in Site C-17.
C16 9 Avenue Core Area	DC	Commercial/Residential	DC - C-2(12)	◦ No auto-related uses/storage malls. ◦ Revised parking and floodplain regulations (in preparation). ◦ No front parking or vehicular access. ◦ Historic facade treatment and signage required. ◦ 4 storey maximum height, 6 storeys if minimum 3 floors residential included.

TABLE 3 cont'd PROPOSED COMMERCIAL/INDUSTRIAL REDESIGNATIONS

SITE*	EXISTING DESIGNATION	PROPOSED POLICY	PROPOSED LAND USE DESIGNATION	DEVELOPMENT GUIDELINES (may be detailed in redesignations to Direct Control)
C17 9 Avenue (west of 11 Street and east of 13 Street as shown on Map 10)	DC - C-2/C-3	Commercial	DC - C-2(12)	◦ 4 storey maximum height. ◦ No auto-related uses/storage malls (existing use conforming for 5 years). ◦ Revised parking/floodplain rules (in preparation). ◦ Front yard parking discouraged. ◦ Historic facade treatment and signage encouraged. ◦ Bottle depots, indoor industrial in existing buildings may be allowable. ◦ Limited glass facade, frontages, restaurant sizes.
C18 C.P.R. Yards	I-3	Railway operation - heavy industrial, otherwise general light industrial	I-2	◦ Rail operations exempt. ◦ Other uses are subject to I-2 rules.
C20 1114 - 17 Avenue	R2A	Limited commercial/ light industrial	DC C-2/12	◦ Extensive screening necessary on north side of site. ◦ No use should be allowed which would have impacts on adjacent seniors development.

4.0 INDUSTRIAL DEVELOPMENT

4.1 ISSUES AND EXISTING CONDITIONS

In 1973 approximately 100 ha. (250 ac.) or 36% of Inglewood's non-parkland area was used for industrial purposes. By 1990 this had dropped to approximately 48 ha. (120 ac.) or 17% (Map 9). This represents a major and important shift in community land use particularly since many of the vacated parcels were adjacent to housing. The industry which remains is mainly limited to a belt along the CP mainline. Although there were general economic reasons for most of the movement of industries from Inglewood, the City and community also allocated Neighbourhood Improvement Program funds to relocate some small industries. Many of the remaining Inglewood industries have a commercial or service component which benefits from the central location of the community or are dependent on their proximity to the CP yards.

The remaining industries and the CP yards, although generally accepted by the residents as important to the community, still impose substantial negative impacts on the residential portion of the community. (Refer to Section 5.0 Environmental Issues for policies addressing industrial pollution).

4.2 OBJECTIVES AND POLICIES

4.2.1 The amount of land available for industrial development close to housing within the community should be reduced.

a. No new heavy industrial development should be permitted within the community.

b. No new industry should be allowed along 9 Avenue or north of 17 Avenue.

4.2.2 The impact of industrial development on the residential portions of the community should be minimized.

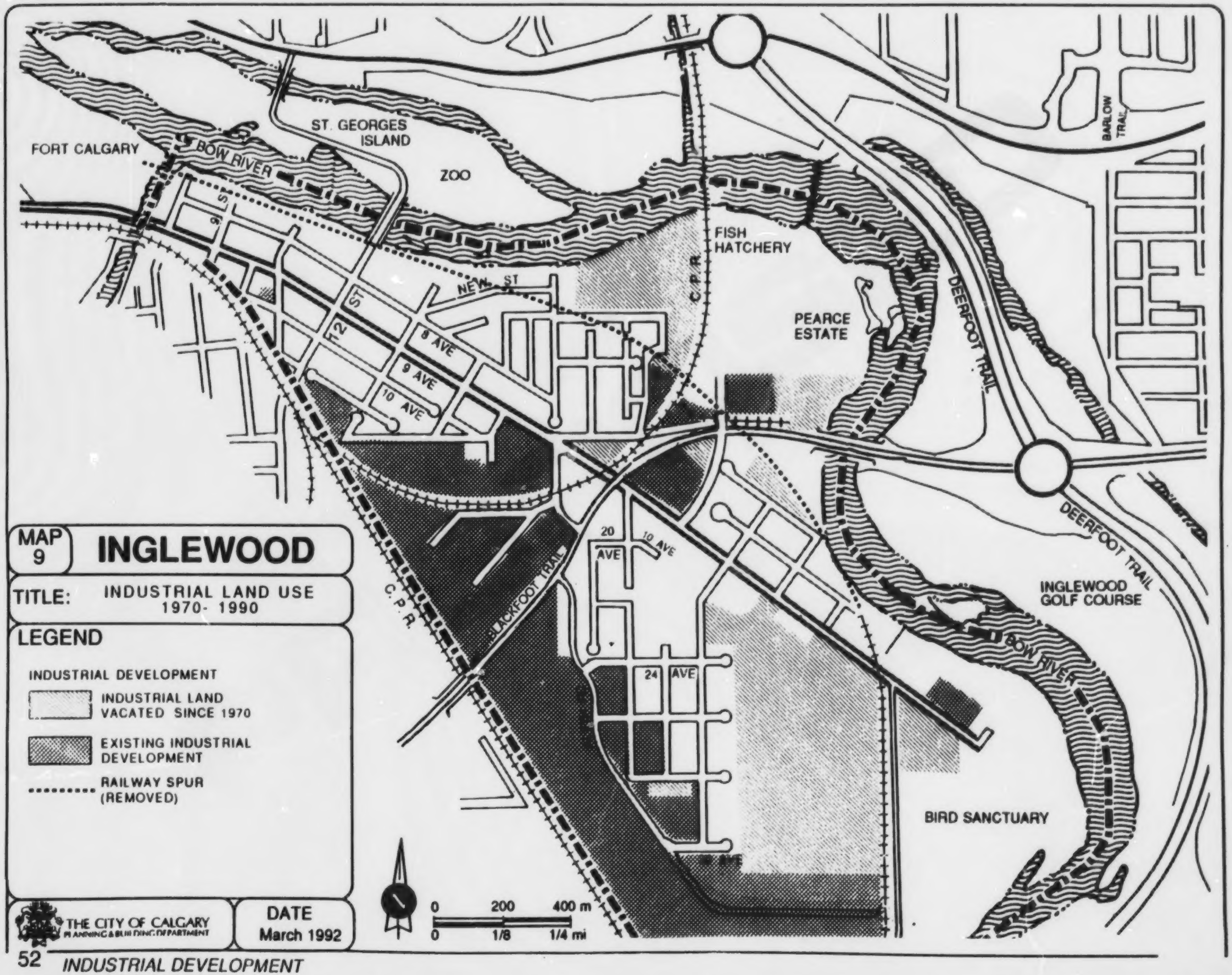
a. Industries should be encouraged and supported in their efforts to clean up and rehabilitate their sites.

b. Rail spurs should be removed wherever possible.

c. The environmental impact of area industries should be closely monitored and reduced where possible (Section 5.0 Environmental Issues).

d. Consideration should be given to the acquisition of certain industrial sites where substantial benefit to the public will result.

e. The long term future of the CPR lands should be considered.



MAP 9

INGLEWOOD

TITLE: INDUSTRIAL LAND USE 1970- 1990

LEGEND

INDUSTRIAL DEVELOPMENT

- ░ INDUSTRIAL LAND VACATED SINCE 1970
- ▓ EXISTING INDUSTRIAL DEVELOPMENT
- ┈ RAILWAY SPUR (REMOVED)

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

f. Existing industry in the Bird Sanctuary area should be encouraged to relocate.

g. Monitoring of inappropriately located industries which may have negative environmental impacts (such as the tank welding shop) should occur and methods be developed to reduce the impact.

4.3 RESIDENTIAL-INDUSTRIAL INTERFACE

Inglewood is one of the few communities in which residential and industrial development are in very close proximity. Many of the industries were built several decades ago when environmental and aesthetic standards were much lower. As a result of these lower original standards and the deterioration of the buildings there are substantial industrial impacts on housing which would not be condoned in new development.

The A.R.P. recommends the interface issue be addressed in four ways.

a. Redesignation of industrial land to require higher standards in new industrial development or to prohibit new industrial uses is proposed (Table 2).

b. Establishment of a limited financial program to encourage upgrading/screening of the industrial interface (Recommendation 2.4.4) is recommended.

c. Consideration of new legislation to achieve upgrading of vacant industrial sites adjacent to housing is proposed.

As the move of industries from the inner city continues, communities such as Inglewood are left with vacant and derelict sites adjacent to housing. These sites, which are awaiting sale and redevelopment, adversely affect the adjacent housing in a variety of ways. New legislative approaches, either provincial or municipal, are necessary if sites are to be rehabilitated to a reasonable standard while awaiting redevelopment.

d. Community action is encouraged.

Experience with industrial operators in Inglewood suggests that they are often willing to cooperate to some extent to improve unacceptable situations. The Community Association should survey area residents, identify specific problem areas and bring the issues to the attention of the industrial operators as well as the appropriate municipal and provincial bodies.

4.4 SPECIFIC SITES

4.4.1 Petro Canada Refinery (Map 10)

The Petro-Canada Refinery site is contaminated and, in its present form, is undevelopable. A comprehensive site reclamation program, which must be satisfactory to Alberta Environment, is necessary prior to any development being considered for this site. A site reclamation program is presently being undertaken by Petro Canada in consultation with Alberta Environment.

4.4.1.1 Background

Petro Canada, in its purchase of Gulf Oil in 1985, acquired the vacant refinery site. This 31 ha. (75 acre) site housed a refinery and an asphalt plant which operated from the late 1930's until the early 1980's. During that time, substantial amounts of spilled oil soaked into the earth and trace amounts of heavy metals accumulated on the surface soil.

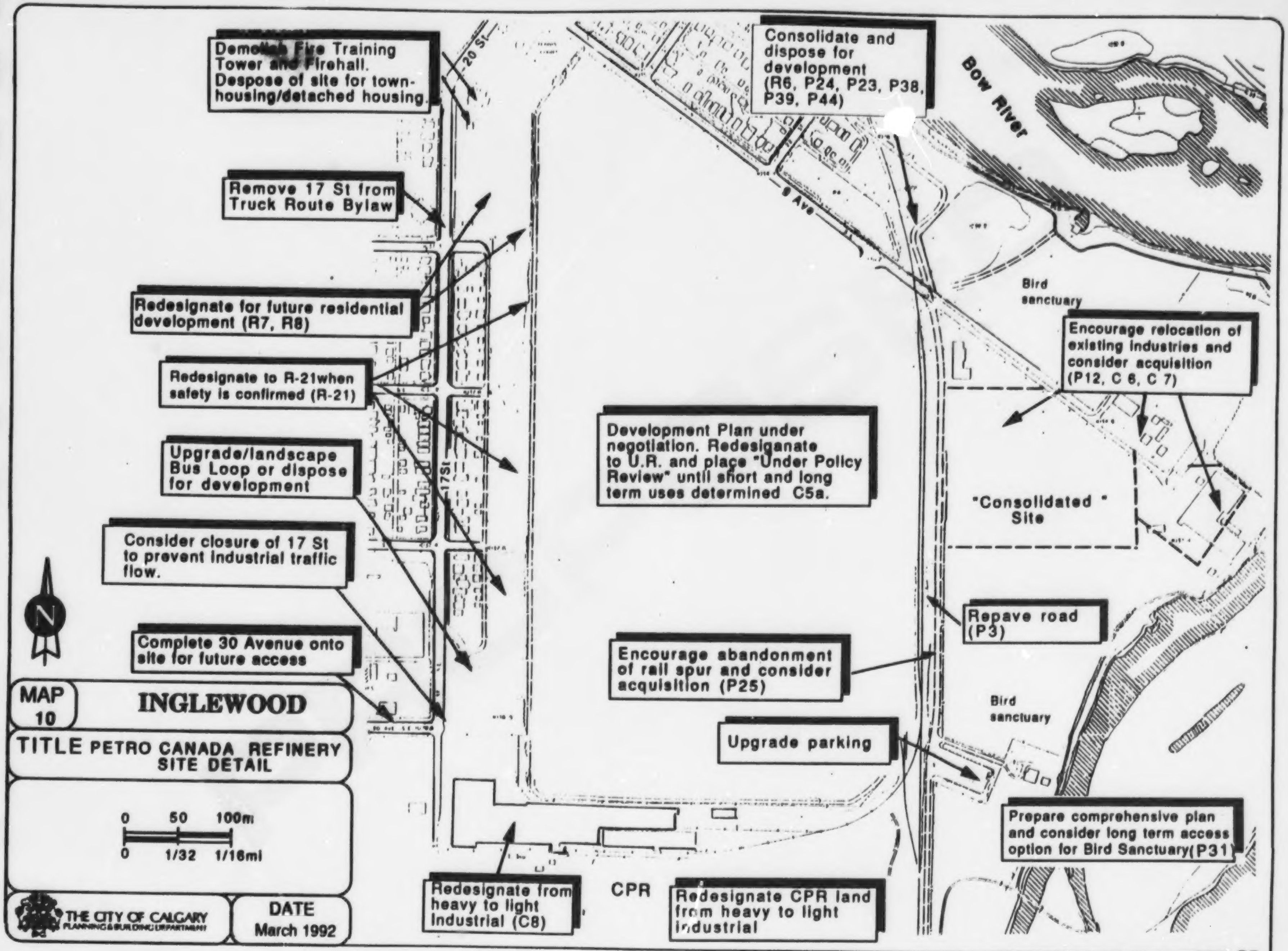
De-commissioning of the site occurred between 1983 and 1985, during which time all structures were demolished and, more recently, the trace heavy metal contaminated soil was removed from the site by Petro Canada. The spilled oil product, however, had filtered through the soil and formed a layer (plume) floating on the water table 5-7 metres (15-20 feet) below grade. Over the years the oil has migrated underground to parts of the Bird Sanctuary and the Consolidated site to the east.

Petro Canada (and previously Gulf) has undertaken a clean-up program in consultation with Alberta Environment for the site involving recovery wells, vapour extraction and an open recovery trench. Petroleum product is currently being pumped out; however, the rate of recovery is very low and will slow further as the amount available to be recovered decreases. Petro Canada projects that it will be more than 25 years before the wells have removed all the recoverable oil product from the water table. Even at that time, there will remain a layer of oil-impregnated soil approximately 2 metres thick, 5-7 metres below grade which will likely prove to be a major development constraint.

There is a hope that new technologies will be developed which will offer ways of completely cleaning the site without massive excavation. Failing this type of development portions of the site may either remain undevelopable for many decades or rising land prices may improve the economic viability of excavating the polluted soil and replacing it with clean fill.

Development options for this site will depend on the site's environmental and public health suitability, the economic and technical feasibility of cleaning up to standards sufficient to permit development and compatibility with the goals of the ARP.

Property taxes for the site have been reduced in recognition of the severely limited developability of the site.



MAP 10

INGLEWOOD

TITLE PETRO CANADA REFINERY SITE DETAIL

DATE March 1992

THE CITY OF CALGARY PLANNING & BUILDING DEPARTMENT

Demolish Fire Training Tower and Firehall. Despose of site for town-housing/detached housing.
Remove 17 St from Truck Route Bylaw
Redesignate for future residential development (R7, R8)
Redesignate to R-21when safety is confirmed (R-21)
Upgrade/landscape Bus Loop or dispose for development
Consider closure of 17 St to prevent industrial traffic flow.
Complete 30 Avenue onto site for future access
20 St
17St
9 Ave
Consolidate and dispose for development (R6, P24, P23, P38, P39, P44)
Bow River
Bird sanctuary
Encourage relocation of existing industries and consider acquisition (P12, C 6, C 7)
Development Plan under negotiation. Redesiganate to U.R. and place "Under Policy Review" until short and long term uses determined C5a.
"Consolidated " Site
Repave road (P3)
Encourage abandonment of rail spur and consider acquisition (P25)
Bird sanctuary
Upgrade parking
Prepare comprehensive plan and consider long term access option for Bird Sanctuary(P31)
Redesignate from heavy to light Industrial (C8)
CPR
Redesignate CPR land from heavy to light industrial
N
0 50 100m
0 1/32 1/16mi

With today's economic, technical, environmental and social conditions, making decisions on the future development of the site is difficult. Ongoing discussions between Petro-Canada and the community are aimed at developing interim and/or long term uses. in the meantime, the site will be designated Direct Control with Urban Reserve (UR) guidelines to allow clean up operations to continue.

City Council requests that Alberta Environment, undertake to clarify health risk and environmental damage issues associated with the present contamination and how it may impact on future land uses and to provide such information as is required to the relevant city departments and community.

Community Perspective

Due to the size and impact of the site and the importance to the community, a statement of the community's position is included in the A.R.P.

The principles by which the community judges the future development of this site are:

- every effort must be made to effect an ultimate clean up of contaminates on the site;
- the ultimate use of this land must be a direct or indirect enhancement to the long term vitality of the community.

The community views enhancement not only as a local visual improvement over what now exists but also in terms of its long term impacts. An enhancement must be:

- compatible with existing homes adjacent to the site;
- an incentive to attracting new housing;
- an incentive to renovating existing housing;
- through its geographic location, draw the two halves of the neighbourhood together;
- conducive to preserving greenspace environment found in the local river front area and bird sanctuary;
- productive and a wise use of land.

4.4.1.2 Short-Term Development

Petro Canada has completed a study to determine the presence of vapours in the ambient air within and adjacent to the site. The study results clearly indicate that the air quality is well within all environmental standards.

Permanent development may not occur on major portions of the site for many years into the future.

Through this Area Redevelopment Plan, City Council requests Petro Canada to undertake an Interim Site Improvement Program. Such a program should be planned in conjunction with the community and could include some or all of the following:

a. loaming and seeding of all portions of the site;

b. creation of public use areas (e.g., playing fields, bird sanctuary extension, golf course);

c. rehabilitation of all or portions of the site through landscaping and removal of fences to provide public access;

d. locating an access at 30 Avenue S.E. and 17 Street S.E. to the site;

e. construction of a landscaped berm along all sides of the site adjacent to residential development should a), b) or c) above not occur;

f. consider making lands available to facilitate development of a road along the west property line to permit residential development on the adjacent City-owned land;

g. a public information program to keep area residents aware of short and long-term plans for the site. As well as simply keeping the public informed, this program should dispel any expectations that interim open space uses are the ultimate use if such decisions have not been made.

Any proposals under such a program which might involve public access for use of the site must be submitted to Alberta Environment for its comments prior to implementation.

It is recognized that the on-site well installations will likely remain under any interim development scenario.

4.4.1.3 Future Land Use Policy

The foregoing program is designed to help ensure that any impact of the site on adjacent development is reduced to the greatest extent possible, recognizing that the site may not be developable for many years to come.

It is not possible to reach any final conclusions as to what future land uses may be appropriate on the majority of the site nor is it possible to determine when such uses may be developed. These matters will be governed by:

a. the comprehensiveness and thoroughness of the site reclamation program undertaken by the land-owner;

b. the speed at which such a program is undertaken; and

c. the comments of Alberta Environment with regard to the suitability of particular uses which, in the final result, may only be able to be determined once the reclamation program has been completed for all or portions of the site.

It is clear, however, that light industrial development would be an appropriate use along the southern portion of the site adjacent to the existing industrial area. Such development would require screening from residential areas and from the remainder of the site, consideration of traffic impacts on residential streets and the likely closing of 17 Street north of 30 Avenue. An area comprising no less than 8 ha. (20 ac.) could be developed for light industrial uses while leaving the balance of the site vacant for future decisions on appropriate land uses.

The lands deemed appropriate for industrial use will be redesignated to Direct Control with UR guidelines. It is the policy of this ARP, however, that upon clean-up to standards acceptable to Alberta Environment, these lands are appropriate for light industrial uses. Such uses are supported in principle but will be evaluated in the context of Alberta Environment's comments by the Administration and City Council when a redesignation application is received.

This Area Redevelopment Plan places the balance of the Petro Canada Refinery lands under policy review and makes no commitment as to what future land uses may be appropriate for this site. Decisions in this regard will only be made following completion of the site reclamation program for the portion of the site under consideration and following review of the comments of Alberta Environment as to types of uses considered acceptable. An amendment of this Plan will be required as part of any redesignation to allow development.

The site will be redesignated to Direct Control with Urban Reserve (U.R.) guidelines to allow clean-up operations on the site.

While it is not possible to reach any final conclusions regarding the type and extent of future uses which may be appropriate for the central and northern portions of the site, it is possible to establish the criteria which will be used to evaluate proposed land use redesignations. They are as follows:

a. receipt of advice from Alberta Environment indicating that the site is safe for occupancy by the uses proposed;

b. compatibility of the proposed development with the major goals of this A.R.P. and with adjacent residential development;

c. level of impact on adjacent existing development (e.g., traffic, visual, general compatibility, parking, etc.);

d. consideration of the comprehensiveness of the site reclamation program recognizing that there is relationship between the level of clean-up undertaken and the range of uses permitted;

e. site design should ensure that any non-residential development that might eventually be permitted on the site is separated and buffered from existing residential areas, and that non-local traffic is separated as much as possible from existing residential roadways; and

f. development plans for the western edge of the site must take into account the adjacent City owned lands if they remain vacant at the time development is proposed.

The planning process for new development must involve the community and neighbours.

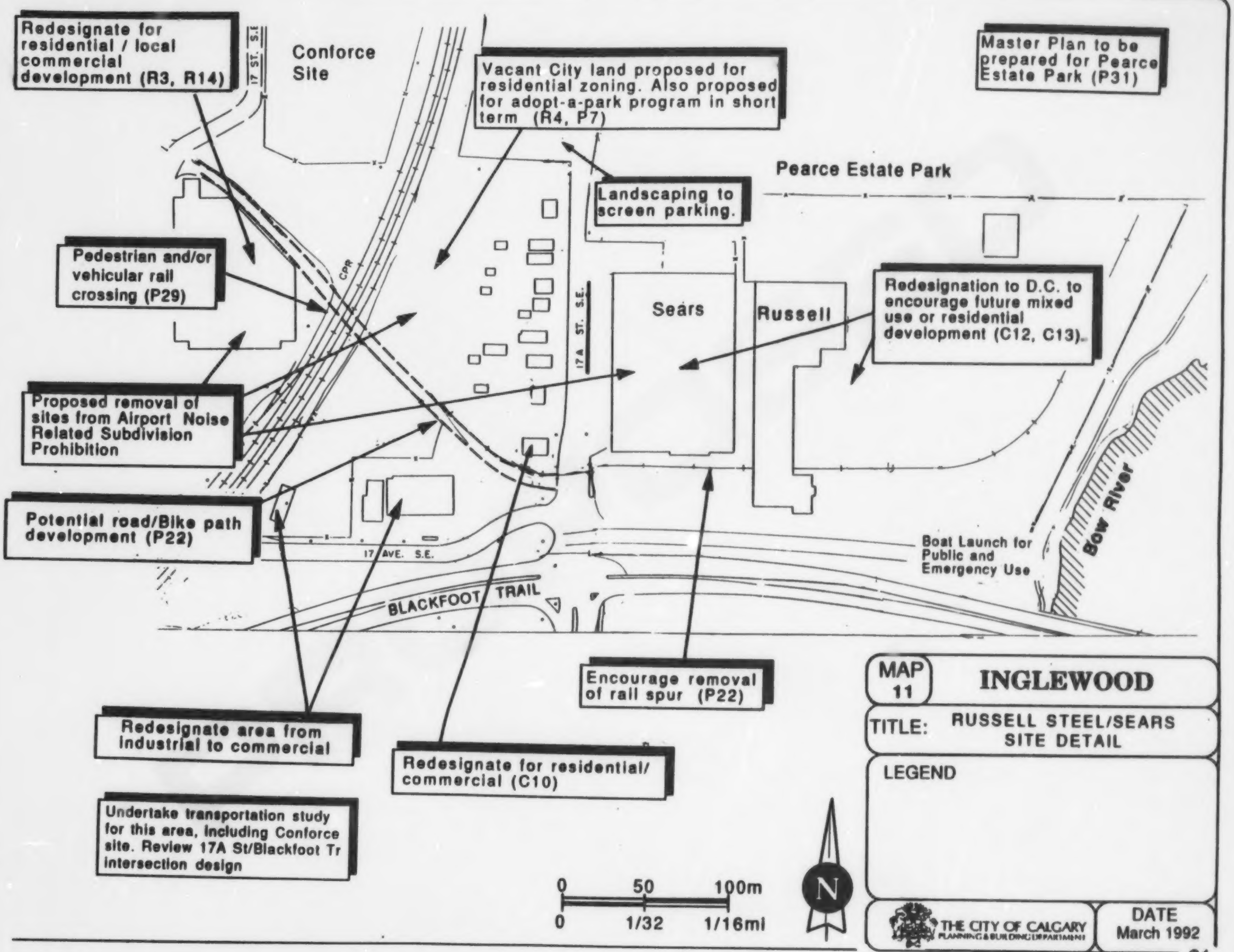
Should Alberta Environment indicate that, in its opinion, a portion of the site could be developed at a particular time, the owner may request that the A.R.P. be amended to permit development on that part of the site. However, the landowner/developer must provide as part of any redesignation application, a concept plan indicating how the proposed may relate to the possible overall development of the balance of the site.

4.4.2 Russell Steel/Sears

These sites, located at 2020 - 17 Avenue S.E. and 1640 - 17A Street S.E. (Map 11), although industrially zoned are close to Pearce Estate Park, the Bow River and 17A Street residences. The Sears site is currently leased and used for a distribution warehouse. The lease period ends before 2000 and the owner, Yale University, has expressed interest in considering redevelopment at that time.

The Russell Steel site was used as a fabricating plant and distribution centre for metal products for a number of years until the plant closed in 1988. The plant and yard are currently vacant.

These sites have excellent potential for a residential or commercial/residential mixed use development spanning both sites. Road access difficulties, airport noise and Blackfoot Trail noise will have to be addressed in any development scheme. The western portions of the site and the area facing Blackfoot Trail may be more suitable for non-residential uses, strengthening the case for a mixed use development. The redesignation guidelines proposed address the height and mix of uses, density, and orientation in general terms. River setbacks, floodplain and aircraft noise regulations and policies will also affect the developability of the site. The A.R.P. will re-zone the parcels to allow continued industrial development within the existing buildings. New development will require re-zoning in keeping with the A.R.P. policy above. The guidelines proposed are only intended to guide future development and it is expected, but not required, that a further redesignation will be undertaken to reflect any specific proposed development plan.


Redesignate for residential / local commercial development (R3, R14)
17 ST. S.E.
Conforce Site
Vacant City land proposed for residential zoning. Also proposed for adopt-a-park program in short term (R4, P7)
Master Plan to be prepared for Pearce Estate Park (P31)
Pearce Estate Park
Landscaping to screen parking.
Pedestrian and/or vehicular rail crossing (P29)
CPR
Sears
Russell
Redesignation to D.C. to encourage future mixed use or residential development (C12, C13).
17A ST. S.E.
Proposed removal of sites from Airport Noise Related Subdivision Prohibition
Potential road/Bike path development (P22)
17 AVE. S.E.
Boat Launch for Public and Emergency Use
Bow River
BLACKFOOT TRAIL
Encourage removal of rail spur (P22)
Redesignate area from industrial to commercial
Redesignate for residential/ commercial (C10)
Undertake transportation study for this area, including Conforce site. Review 17A St/Blackfoot Tr intersection design
0
50
100m
0
1/32
1/16mi
N

MAP 11

INGLEWOOD

TITLE: RUSSELL STEEL/SEARS SITE DETAIL

LEGEND

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

Recommendations

a. The Russell Steel site is appropriate for a mix of residential and commercial/office/hotel development. A substantial residential component shall be included in the development. Development on the Sears site should similarly contain a mix of uses if amendments to the A.V.P.A. regulation allow housing on the site. Should a joint development proceed encompassing both projects residential component portion may be contained on one site only.

b. The impact of new development on 17A Street residences must be minimized.

c. The edges of the new development should tie in well to the Pearce Estate Park, and traffic and other impacts (except increased public park use) should be minimized.

d. Blackfoot Trail and aircraft noise should be attenuated (the A.V.P.A. regulations may affect development on the Sears site).

e. Consolidation of the Russell Steel and Sears sites is encouraged.

f. The City will work with area landowners and the community to prepare a road/access plan for the properties in the area of the CN rail line/Russel Steel/Conforce. Improvement of the 17A Street/Blackfoot Trail intersection will be a priority issue in discussions.

4.4.3 Expert Auto Body

The paint shop for Expert Auto Body is located behind the houses on 8 Street S.E. and on the riverbank parkway. There have been complaints over many years from adjacent residents regarding the smell and possible toxicity of the paint fumes vented from the shop and the parking of vehicles about to be painted or awaiting repair. Alberta Environment has agreed that a nuisance odour is being created but has not identified any health risk.

In spite of extensive efforts spanning at least twenty years, no solution has been found thus far to the negative impacts this industrial use is having on adjacent residences. The A.R.P. supports a redesignation of the Expert site to permit residential development. Area residents would prefer the site to be incorporated into the riverbank parkway; however, this would require City acquisition of the parcel which is not proposed in this A.R.P. With the residential designation, it may be possible to find a private investor willing to purchase the site for residential development. Due to the small size of the site it is unlikely that more than one unit could be accommodated. Any expansion of the property to the north to incorporate more land for a larger residential development would conflict with major utility lines.

Recommendations

a. The Expert Auto Body paint shop site should be redesignated to R-2A to facilitate residential development.

4.5 RAIL ISSUES

Inglewood and Calgary grew up around the CP line. The railway yards were a vital part of Inglewood's development, for decades providing employment to many residents.

Today, however, rail operations bring a number of problems to nearby communities, particularly Inglewood. These problems stem from noise and odours associated with 24 hour-a-day operations, transport of hazardous goods and rail yard traffic blocking roads for long periods of time.

Recommendations

a. The Administration will explore with CPR ways of reducing the negative impacts of rail operations.

b. The City is to acquire the portion of the CN R.O.W. located north of 9 Avenue S.E., remove the trackage, acquire and consolidate with adjacent parcels and prepare the site for disposal for residential development.

c. The City will encourage CPR to upgrade their R.O.W. through the community by landscaping, removing scrap dealers, removing refuse, etc.

4.6 IMPLEMENTATION

4.6.1 The recommended implementation actions are included following the relevant individual sections of this chapter.

4.6.2 To implement other site specific industrial land use policies, the redesignations included in Table 2 - Commercial/Industrial Redesignations are required and where applicable, guidelines as noted shall be considered in reviewing development applications.

5.0 ENVIRONMENTAL POLICIES

Inglewood's location imposes a number of constraints on the community. Squeezed between the CPR and the Bow River the residential precinct is small and particularly susceptible to traffic, industrial and rail impacts. Proximity to the airport flight path and the rivers bring noise and flooding problems and development constraints imposed by the airport noise and floodplain regulations. In addition, Inglewood has a large industrial component built at a time when there was little concern with pollution or nuisance impacts on residential development.

5.1 AIRCRAFT NOISE/AIRPORT VICINITY PROTECTION AREA (A.V.P.A.) REGULATION

Parts of the Inglewood community lie under a flight path of the Calgary International Airport and aircraft noise is clearly audible in the area.

In 1979 the Alberta Government adopted the Airport Vicinity Protection Area (A.V.P.A.) Regulation as part of the Planning Act primarily to control land use in areas affected by aircraft noise.

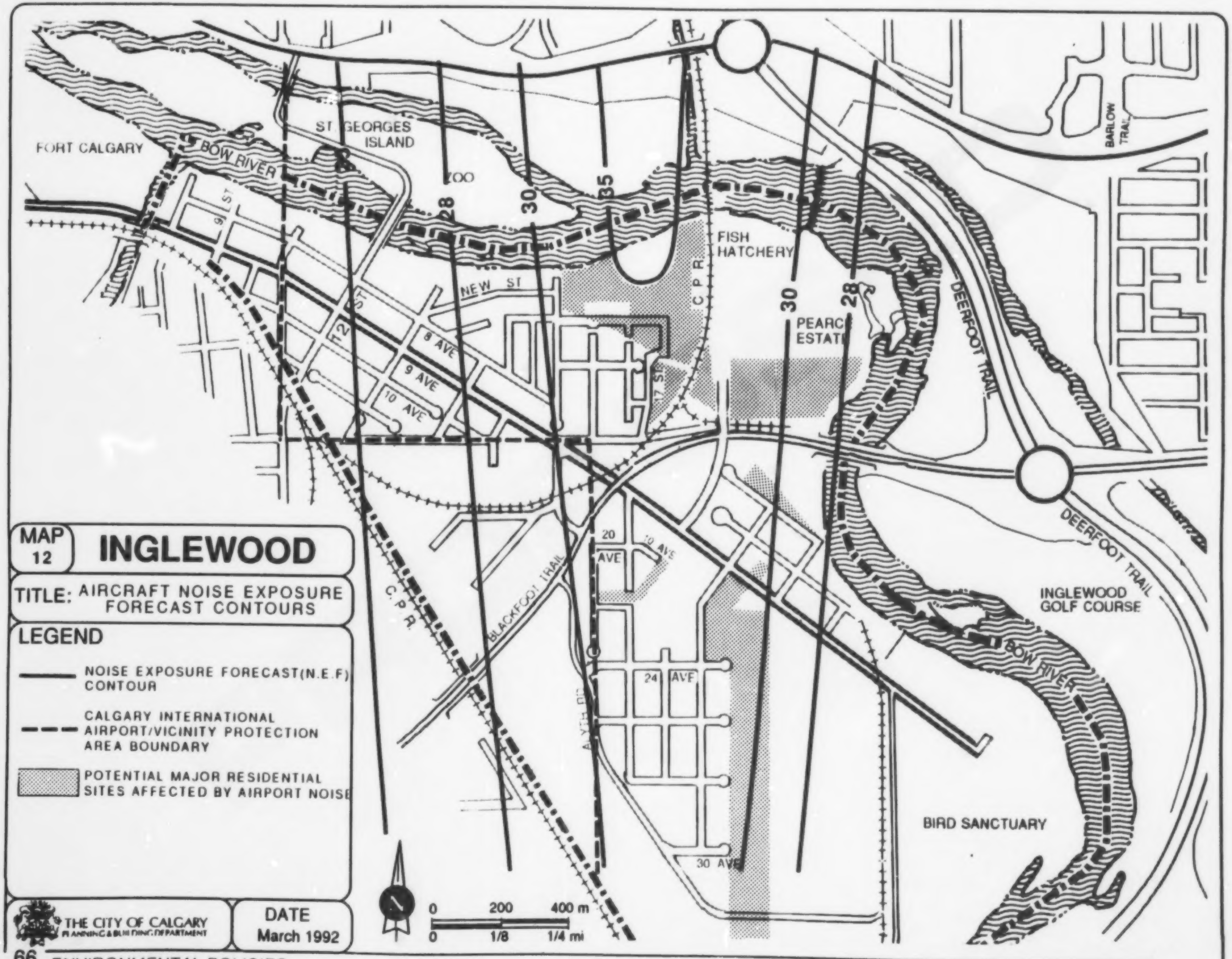
Estimated aircraft noise levels are approximated by noise exposure forecasts (N.E.F.). The N.E.F. contours (Map 12) are generated by Transport Canada and serve as the basis for determining allowable land uses in the A.V.P.A. Regulation. The Regulation contains a list of the types of uses deemed appropriate (and therefore allowable) on lands within the various noise contours.

The Regulation offers an effective way of minimizing land use conflicts relative to the operation of the airport. Similar A.V.P.A. regulations have been successfully applied in other Alberta municipalities. Application of the Regulation to the Inglewood community, which was developed prior to the airport, has lead to conflicts with community planning objectives however.

In Inglewood the problem generally arises in connection with various former industrial sites which, having been vacated, create opportunities for residential development.

The A.V.P.A. Regulation although allowing housing on previously subdivided sites within the 30 N.E.F. contour effectively prohibits further subdivision which may be necessary to make new development feasible (see Section 9.4.4). Given the goal of increasing the community's population and the need to find acceptable alternative uses for the vacant lands the A.R.P. proposes that the Provincial Government be requested to amend the Regulations to facilitate new development. This recommendation reflects the following factors:

- the expectation of lower aircraft noise levels in the future;



MAP 12 **INGLEWOOD**

TITLE: AIRCRAFT NOISE EXPOSURE FORECAST CONTOURS

LEGEND

- ─── NOISE EXPOSURE FORECAST(N.E.F) CONTOUR
- ─ ─ ─ CALGARY INTERNATIONAL AIRPORT/VICINITY PROTECTION AREA BOUNDARY
- ▨ POTENTIAL MAJOR RESIDENTIAL SITES AFFECTED BY AIRPORT NOISE

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

- the fact that the A.V.P.A. regulations are considerably more stringent than the noise regulations in other provinces or than Transport Canada and CMHC require;
- that Inglewood is an existing community which has lived with aircraft noise since the airport was built;
- as these sites are adjacent to or surrounded by residential development, non-residential uses could have negative impacts.

The request would apply to those parcels currently designated for residential uses or parcels which are so designated through the implementation of this A.R.P. (Map 11). Further background on this policy proposed is presented in Section 10.4.4.

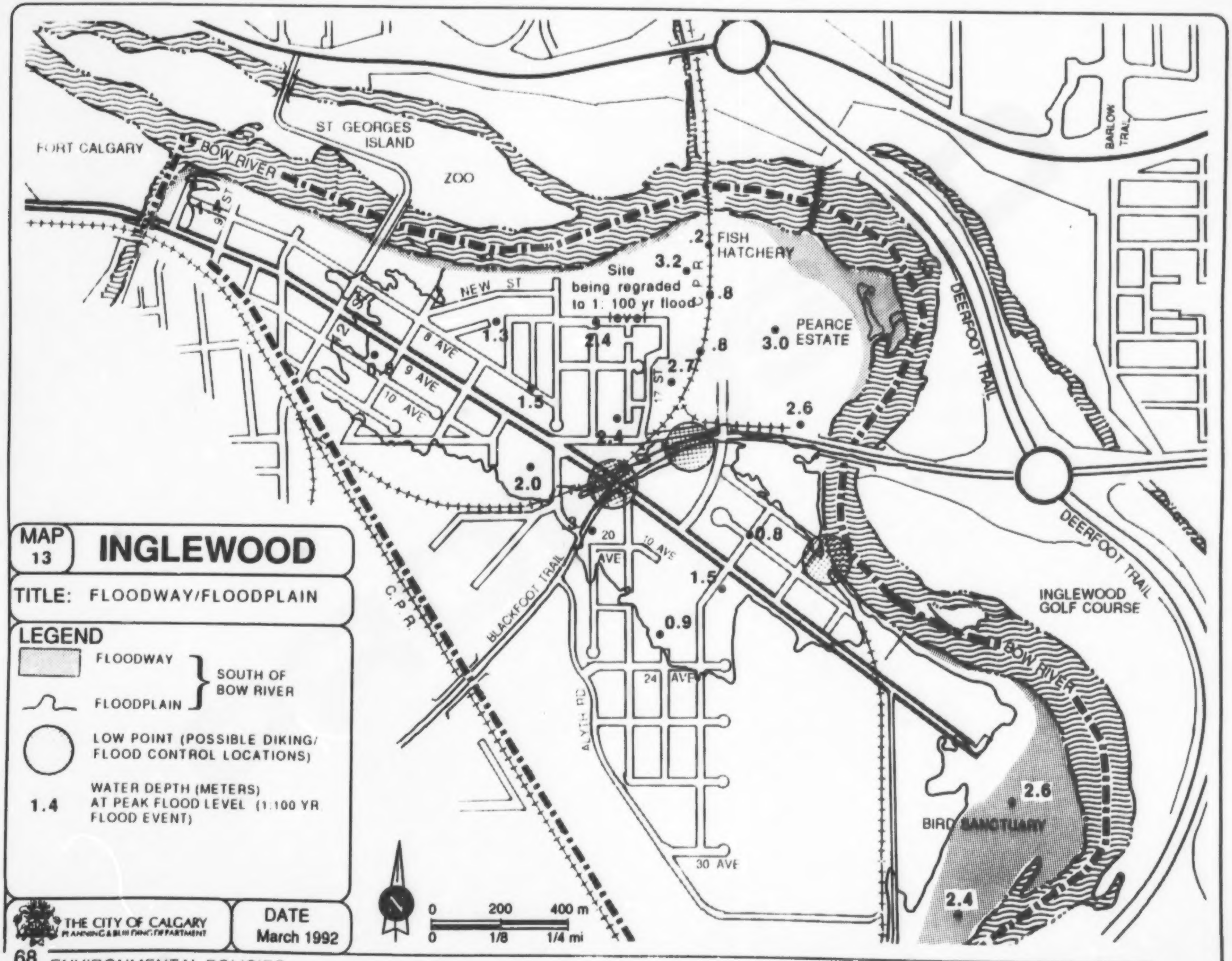
The proposed relaxations would not apply to typical narrow lot infill development which occurs when existing 50 ft. lots are subdivided and 2 houses are built on the resulting 25 ft. lots. Such development is currently not permitted within the 30 N.E.F. contour and no change is proposed to this policy. Although new "infill" housing could increase the area population, unlike the larger vacant sites discussed above, the existing development in the single family area is satisfactory and there would be no negative community impact should new narrow lot subdivision not occur.

Recommendations

a. The residential development potential of the lands between the 30 and 35 N.E.F. contour as shown in Map 11 should be affirmed in principle subject to:

    - the A.V.P.A. sound insulating requirements, and
    - other relevant planning considerations.

b. The Department of Municipal Affairs be requested to take the necessary action to facilitate subdivision and residential development on properties identified in Map 12.



MAP 13

INGLEWOOD

TITLE: FLOODWAY/FLOODPLAIN

LEGEND

▨ FLOODWAY } SOUTH OF BOW RIVER

FLOODPLAIN } SOUTH OF BOW RIVER

○ LOW POINT (POSSIBLE DIKING/FLOOD CONTROL LOCATIONS)

1.4 WATER DEPTH (METERS) AT PEAK FLOOD LEVEL (1:100 YR FLOOD EVENT)

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

5.2 FLOODPLAIN POLICIES/CALGARY RIVER VALLEYS PLAN (C.R.V.P.)

The C.R.V.P. was adopted by City Council in 1982 and implementing regulations were incorporated into the Land Use By-law 2P80. It defined a floodway and floodplain along the Bow and Elbow Rivers for the statistically heaviest 1 in 100 year flood. A flood of this size has a 1% probability of occurring in a given year. The regulations adopted require that most new residential and commercial development be elevated so that all habitable areas and electrical and mechanical equipment are at or above the floodplain level thus avoiding inundation. No new development is permitted in the floodway.

Map 13 shows the floodway and floodplain and identifies points of low elevation where floodwaters could flow into Inglewood. The height of the floodplain water level above grade and, therefore, the height above grade that the lowest habitable level must be located in most new development under current regulations is also shown.

It is clear from the map that the present regulations will result in a variety of grades for new development above existing grades in the community. The regulations will reduce the flood damage to new structures should a major flood occur. However, developing under the regulations will have serious impacts on areas of Inglewood such as 9 Avenue where new development will have to be significantly higher than existing adjacent development and substantially above the adjacent roads, sidewalks and lanes.

The A.R.P. proposes that methods be examined which could remove portions of Inglewood from the floodplain by controlling flood waters. Should it be technically and financially feasible to remove parts of Inglewood from the floodplain such action and construction should be seriously considered as it will almost completely solve the potential flooding problem forever. If it proves to be infeasible to solve the floodplain problem through engineering construction then policy alternatives should be considered. These will address two specific issues at least. First is a review of the conditions for development on 9 Avenue which are incompatible with the other community planning goals for the street. The present policy implies that at some point in the future 9 Avenue will be raised by the City to the 1:100 year flood level. Because of the serious implications of such a policy it should be reviewed in a public context. Secondly the requirement that on-site access roads be constructed at the 1:100 year flood level. This is extremely difficult to meet on small townhousing sites.

While these studies are being undertaken the Engineering & Environmental Services Department will continue its practice of requiring agreements ensuring that a new construction built at grade on 9 Avenue will be elevated should the road be raised.

Such caveats may be discharged if appropriate, subsequent to Council adopting revised policies for the area. The option of requiring an agreement regarding the raising of the main floor level of new development rather than building at the floodplain level will be offered in situations where the Approving Authority believes the higher construction would be detrimental to the other goals of the A.R.P. or is not feasible for other reasons.

The proposed studies will be undertaken with community input and review.

Recommendation

The Engineering and Environmental Services Department and the Planning & Building Department are directed to study in conjunction with the community and report to Council on possible flood protection policies, actions and projects which would limit flood damage and possible remove portions of Inglewood from the floodplain. If necessary policy revisions and By-law amendments should be considered which would overcome the problems to new development caused by existing regulations while at the same time protecting the City's liability.

5.3 INDUSTRIAL POLLUTION

Inglewood and some other residential communities have co-existed with industrial development since their founding. The relationship has often been positive with the industries providing employment for area residents. In some cases, however, various forms of pollution have been a by-product of industrial processes, lack of care or failure to use proper procedures for handling materials.

On several old industrial sites in Inglewood, and throughout Calgary, pollution problems have arisen from outdated and now abandoned industrial practices.

New industries which use or transport potentially polluting substances are usually subject to detailed regulation by the relevant provincial and federal authorities. Many older industries, however, were developed prior to the current concerns and knowledge about the fragility of the environment and the possible long term health effects of combinations of low level pollutants.

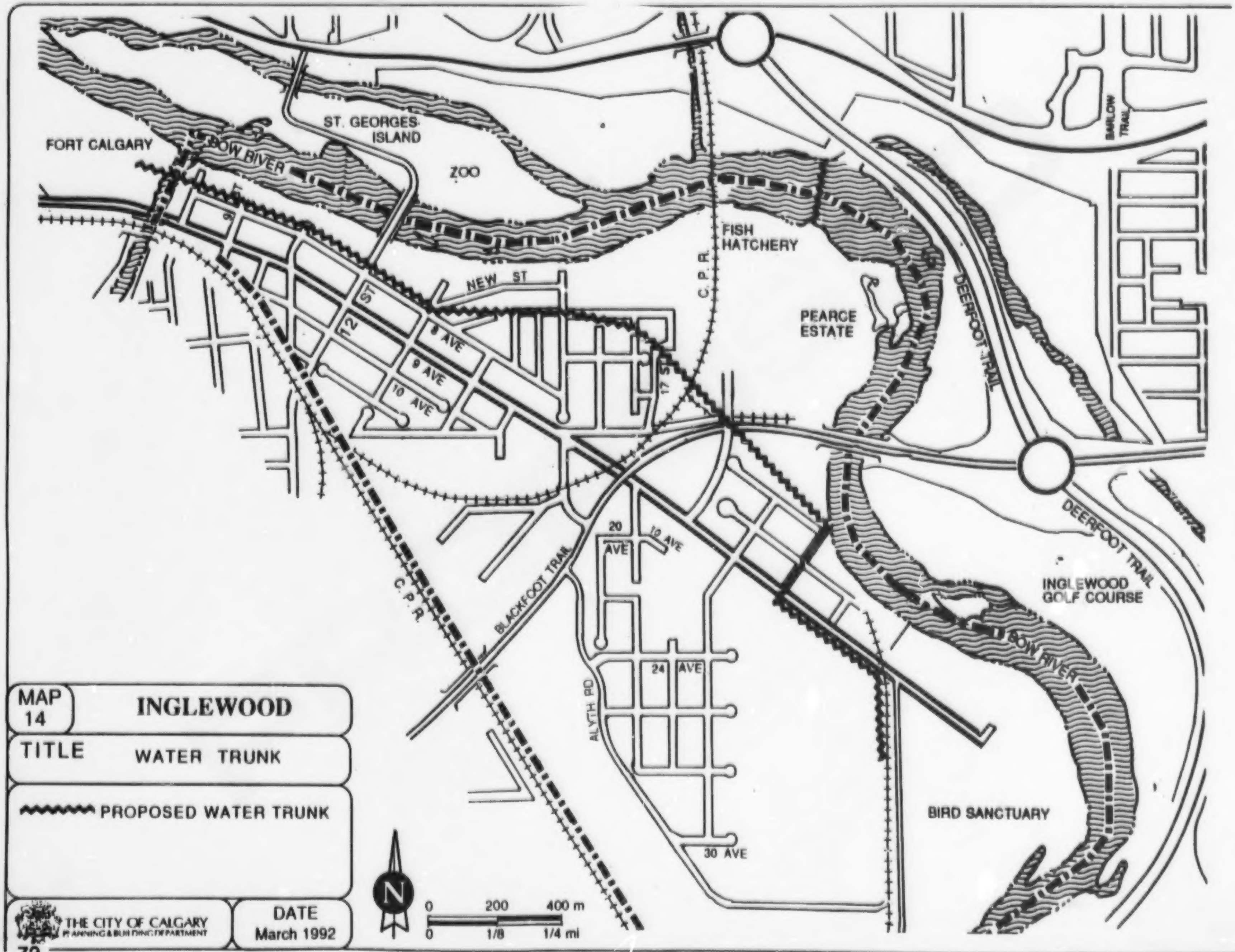
The A.R.P. has addressed the Petro Canada Refinery site on which pollution is clearly an issue. The migration of the pollutants from this site to sites owned by other parties is an example of further cause for concern when dealing with pollutants. In addition, the constraints which economics and existing legislation play in inhibiting effective responses to these situations must be recognized and addressed.

The difficulty in mounting effective responses to pollution problems is compounded by the lack of an inventory of such sites. With the current lack of knowledge as to the number and location of such sites and the danger represented by them clean up actions will likely only occur on site redevelopment or when a health hazard is feared or realized. A widespread testing program to identify and test industrial sites which may have pollution hazards would allow the City, Province and landowner to undertake appropriate actions as early as possible.

There is a need for such a testing program in Inglewood and other residential communities with historical patterns of industrial use and in the city's current and historical industrial areas. Such a program could be limited to industrial areas adjacent to residential precincts and water supplies or could, over a period of time, test all sites which may have used substantial amounts of toxic or polluting materials. Remedying potentially dangerous situations identified through this program would generally be the responsibility of the landowner under the guidelines of Alberta Environment. In Inglewood pollution has been discovered on old industrial sites during redevelopment. There are several locations in the community where soil testing should be undertaken to determine the potential for new development.

Recommendation

The Administration is directed to explore with Alberta Environment the feasibility, effectiveness and possible funding for a program to identify and test sites which may have historic pollution problems.



MAP 14

INGLEWOOD

TITLE WATER TRUNK

PROPOSED WATER TRUNK

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

Residential Impact

While the testing program proposed above would address historic pollution problems involving potentially toxic substances there are a number of industries in Inglewood and adjacent communities which have substantial "nuisance" impacts on the residents. These problems most often arise from odours but may also be caused by glare, truck traffic and noise. In most cases these industries predate the Land Use By-law and are not subject to its provisions.

The appropriateness of taking action to address such interface problems has lead to much debate. In some cases the industrial use was in operation prior to the residential development, in other cases there is a fear of loss of employment should overly onerous clean up conditions force an industry to close. The A.R.P. does not recommend any specific action for such industries but does propose that the City identify all such industries and determine what actions can be taken to reduce the impacts on the neighbouring residences.

Recommendation

The Industrial and Commercial Sites Task Force is directed to identify industries having substantial negative impacts on residential development. Each industry will be evaluated as to the severity and nature of the impact and the following factors will be examined:

a. possible mitigation measures and corresponding financial and other costs;

b. short and long term development plans; and

c. alternative methods to encourage/require the industry to reduce impacts. This evaluation will be undertaken with the involvement of the owner wherever possible.

5.4 IMPLEMENTATION

The recommended implementation actions are included following the relevant individual sections of this chapter.

6.0 PARKS AND OPEN SPACE/PUBLIC IMPROVEMENTS

6.1 HISTORY AND OBJECTIVE

6.1.1 Parks

Parks and open spaces within the community are illustrated on Map 14. Included are several regional parks and facilities which attract Calgarians from all over the city as well as tourists. Each of these contributes to the quality of life in the community, and each puts demands on the community for necessary infrastructure such as access roads and parking.

Early pioneers such as A.E. Cross, William Pearce, and James Walker purchased large tracts of land on the Inglewood side of the river because of their belief in the viability of the area to sustain both residential and commercial ventures.

Their philanthropy is evidenced by their bequests of parts of their estates as parkland to the city. All Calgarians and, in particular, residents of Inglewood are the beneficiaries of their belief that people of all economic levels should have access to open space and social facilities. These early philanthropists set an example that others have followed.

These bequeathed lands are a large part of the "Special Character District" and as such should be remembered and respected.

Should the population of Inglewood increase substantially over the life of this Plan there could be a need to add to the amount of local open space in keeping with current City policy. In the meantime, the existing spaces and the populations they are intended to serve should be reviewed in order to ensure best use of these resources.

This chapter of the A.R.P. also contains recommendations regarding improvements needed and actions required on other City-owned property.

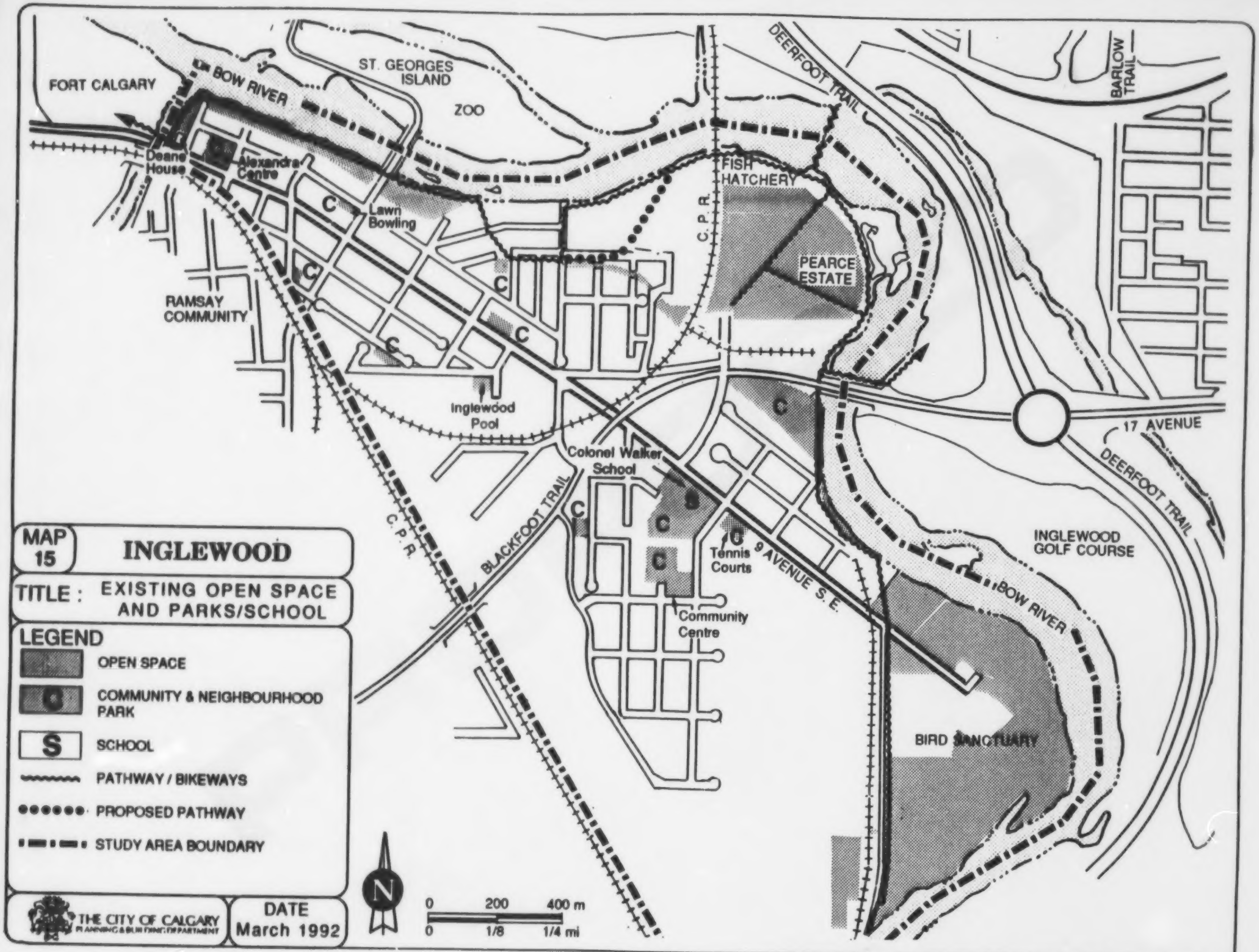
6.1.2 Planning Concerns

Several concerns have been identified through the planning process:

a. need for preparation and implementation of a comprehensive plan for the Bird Sanctuary and Pearce Estate Park;

b. need for local pathway system which will link up to the city-wide system (recognizing that current City policy places priority on the completion of the regional pathway system and does not provide funds for local pathway development);

c. value of providing additional loops to the city-wide pathway system especially where it abuts handicapped housing units;



MAP 15

INGLEWOOD

TITLE : EXISTING OPEN SPACE AND PARKS/SCHOOL

LEGEND

▨	OPEN SPACE
C	COMMUNITY & NEIGHBOURHOOD PARK
S	SCHOOL
～～～	PATHWAY / BIKEWAYS
●●●●●●	PROPOSED PATHWAY
▬ ▪ ▬ ▪	STUDY AREA BOUNDARY

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

d. industrial intrusion into the riverbank system, particularly Expert Auto Body paint shop;

e. need to address perceived inadequacies of parking facilities at "regional" park sites, e.g. baseball diamonds, Calgary Zoo, Inglewood Bird Sanctuary;

f. need to address the potential future of isolated local spaces not presently serving the great majority of the community;

g. need to plan for the development of recreational tourism opportunities to support existing facilities and attractions, and to foster growth of tourism businesses;

h. need for landscaping and other upgrading on some park properties;

i. need for the City/community to research, ascertain, and respect the terms and intentions of bequests, joint financing and sweat equity in the origins of various parks and facilities;

j. need to allow residents to continue to contribute to plans for "regional" and metropolitan facilities in Inglewood.

A number of more specific concerns are addressed simply in Table 3, as shown on Map 15, where the required actions are straightforward, and responsibility can be readily assigned.

6.2 PARKS AND OPEN SPACE OBJECTIVES

6.2.1 Recognize the obligations incurred in the acquisition of a variety of parks spaces and facilities, and continue to honour the arrangements that have been accepted from time to time.

6.2.2 Identify and consider opportunities to expand and enhance the riverbank park system and regional open spaces as appropriate parcels become available.

6.2.3 Retain wherever possible existing natural environment areas along the river; and, as the opportunity arises, consider restoration of self-sustaining natural areas along the river.

6.2.4 Link Col. Walker site and adjacent city sites to maximize joint use opportunities by removing fences between the sites (or providing access between sites) if possible.

6.2.5 Protect open spaces in the long term by using appropriate land use controls.

6.2.6 Provide adequate local access to the Bow River pathway system.

6.2.7 Promote recreational/tourism use of the regional and non-commercial facilities; and encourage educational use and exploration of natural environment areas.

6.2.8 Initiate comprehensive plans of the major regional open spaces.

6.2.9 Involve the local community in decisions and planning about any of the park areas and facilities in Inglewood.

6.2.10 Recognize that the ample regional open space assets in Inglewood should in no way inhibit the acquisition of more regional open space, especially in relation to abandoned or rejuvenated industrial sites, and parcels that are otherwise undevelopable because of environmental constraints.

6.3 SPECIFIC SITES

6.3.1 Inglewood Bird Sanctuary

The Bird Sanctuary is a unique and valuable part of Calgary's park system. The protected habitat provides for many plants, birds and mammals. As Calgary continues to grow and the intensity of use rises in the inner city, the Bird Sanctuary's importance will increase as an environmental refuge with educational and conservational roles.

To maintain the Sanctuary in the future will likely require protection from urban encroachment, expansion to meet the growing number of visitors and upgrading/provision of parking, security and interpretive services and facilities.

Calgary Parks & Recreation has undertaken a master plan in 1991 to chart the future of the Sanctuary. The ARP strongly endorses this process. This plan will facilitate long range planning and future development and expansion of the Sanctuary.

Acquisition of the "Consolidated Concrete" site immediately north of the Sanctuary on Sanctuary Road has been identified in the past as a priority for the Calgary Parks & Recreation Department. The extensive pollution of the site (from oil spilled on the adjacent refinery site which has migrated on the water table) may make the use of the site for intensive tourist use unacceptable. In this case the site could be developed as a continuation of the natural area of the Bird Sanctuary.

Efforts should continue to be made by the City to have all or part of the rail spur immediately west of Sanctuary Road, abandoned. Should this right-of-way be acquired by the City and the rails removed, Sanctuary Road could be closed and the Sanctuary expanded to the west as far as the refinery site property line (or onto the site if appropriate and feasible). Such an expansion could provide a buffer for the Sanctuary, provide more open grassland areas, and/or provide additional space for recreation, parking, picnicking, etc. There is also potential to reroute and upgrade the Bow Valley Pathway along the existing rail R.O.W.

The potential conflict between protecting the Sanctuary and providing a recreational experience for a large number of Calgarians at the Sanctuary must be addressed.

An A.R.P. is not the proper document to address the long term planning of the Bird Sanctuary as it is a regional facility. However as an important part of the community, residents and environmentally related interest groups have on numerous occasions expressed positions on the future of the Sanctuary. These have been summarized in the Background Information Section and should be considered as input into the management plan discussions for the Sanctuary.

Recommendations - refer to Section 6.4.

6.3.2 Pearce Estate/Sam Livingston Fish Hatchery

The Pearce Estate Park covers 14.5 ha. (36 ac.) including the Sam Livingston Fish Hatchery site and the large shared parking lot.

As with the Bird Sanctuary, implementation of a long range plan is needed for this site. There are portions of the park extending into the Bow River which are separated from the main riverbank by marshy areas. These areas are not readily accessible and hold opportunities for unique park development. Some community residents have proposed that dried-up pond areas could be excavated for trout ponds, could be developed to create attractive riverside park areas, or could be left in their current undeveloped state.

Future development on the Sears/Russell Steel site (Section 4.4.2) is likely to affect the Park and increase off season as well as peak season use.

As with many park areas numerous complaints over pedestrian/bicycle conflicts have been raised.

Intrusion of inappropriate road alignments past or through the Park should be avoided.

6.4 IMPLEMENTATION

6.4.1 At the initiative of the Community Association, Calgary Parks & Recreation and other civic departments will work with the community and residents in undertaking a Needs and Preference Study to determine open space and recreational needs and the adequacy of equipment and facilities in area parks.

This study should survey relevant social and transportation needs as well as recreational needs as these areas are interrelated in communities such as Inglewood.

6.4.2 City departments will prepare budgets to complete the improvements through the RENEW Program and/or other budgetary programs outlined in Table 3.

6.4.3 A facility upgrading plan will be prepared to ensure the long term viability of the Inglewood Pool.

6.4.4 In all planning and capital projects involving parks and open space facilities the community should be fully involved on an interactive basis and community representatives should be involved in study preparation. This includes planning for the Riverbank System, major parks and special sites (e.g. Bird Sanctuary, Zoo parking, Deane House).

6.4.5 A management plan should be prepared and implemented for the Inglewood Bird Sanctuary which would consider the following points:

a. The Consolidated Concrete site should be acquired by the City as an extension to the Bird Sanctuary dependant upon pollution-imposed constraints.

b. Petro Canada, as owner of the Gulf refinery site, and the Consolidated site will be asked to undertake any studies necessary to determine the toxicity and developability of the City owned lands affected by the pollution.

c. Acquisition of privately owned parcels within the Sanctuary general area as outlined in Table 3 should be undertaken on an opportunity basis.

d. Sanctuary Road should be repaved/upgraded for visitor and pathway/bikeway purposes. Final determination of the function of the road will be subject to the Bird Sanctuary Master Plan and development on the Petro Can Refinery site.

e. Acquisition of the rail spur right-of-way east of the refinery site for future watermain construction on an opportunity basis.

f. The existing Sanctuary parking facilities should be improved.

g. Consideration of the use of the 32 Avenue R.O.W. as long term access to the Sanctuary should be considered.

6.4.6 Pearce Estate Park

A comprehensive plan should be prepared with full community input for the Pearce Estate Park/Fish Hatchery site.

a. The Sam Livingston Fish Hatchery should be encouraged to create facilities which would allow visitors to view young trout.

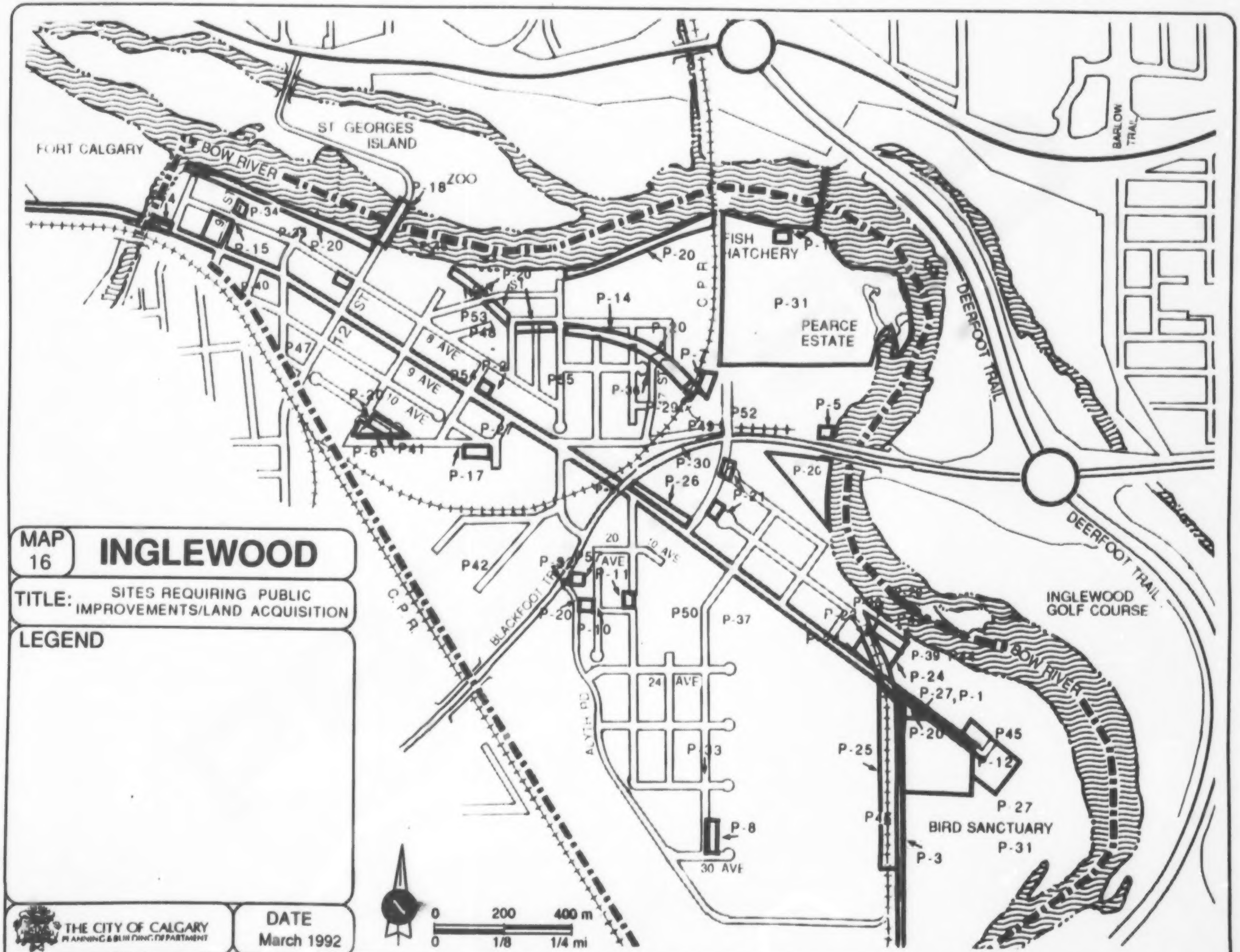
b. Tree planting should be undertaken on the south side of the parking area to screen the view from the adjacent residences.

c. Attention should be given to protecting the integrity of the south boundary of the Park from possible 14 Avenue upgrading except as agreed after a full public consultation process.

6.4.7 Site Specific Redesignations and Public Improvements as outlined in Table 3 Public Improvements/Land Acquisitions should be undertaken.

TABLE 4 PROPOSED PUBLIC IMPROVEMENTS AND ACTIONS/LAND ACQUISITIONS

SITE	DESCRIPTION OF NECESSARY ACTION	PURPOSE	RESPONSIBILITY
P1 2405 - 9 Avenue S.E. (Horticulture Society Site)	Redesignate to PE	Future incorporation of site into Bird Sanctuary.	o Planning & Building
P2 1502 - 9 Avenue S.E.	Remove asphalt from around trees	Upgrading so site can be used as park	o Calgary Parks & Recreation o Land
P3 Sanctuary Road	Paving for bike path purposes/Sanctuary visitors	Improving bike path safety/ enhance use	o Calgary Parks & Recreation o Engineering
P4 809 - 9 Avenue S.E. across from Deane House	Provide landscaping	Upgrading of entrance to Inglewood	o Engineering/Streets
P5 Blackfoot Trail Bow River Pathway	Improve bike path connection between Blackfoot Tr./Bow River Pathway System and redesign boat launch and public access - 17A Street	Improve safety, enhance use	o Calgary Parks & Recreation
P6 1114 - 13 Street S.E.	Landscape/clean up depot site/consider disposal of site	Improve appearance	o Engineering
P7 1809, 1805, 1815 - 14 Avenue S.E.	Consider development	Facilitate use of site Allow residential development	o Land (Site to be redesignated Section 2.4 Site #R4) o Adopt-a-park use only if residential development is not feasible o Grade/landscape (as part of adopt-a-park program if possible)
P8 2930 - 17 Street S.E. (bus loop)	Landscape and relocate bus loop (on site if necessary)	Screening of industry Enhancing site residential development potential	o Transportation



MAP 16

INGLEWOOD

TITLE: SITES REQUIRING PUBLIC IMPROVEMENTS/LAND ACQUISITION

LEGEND

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

TABLE 4 cont'd PROPOSED PUBLIC IMPROVEMENTS AND ACTIONS/LAND ACQUISTIONS

SITE	DESCRIPTION OF NECESSARY ACTION	PURPOSE	RESPONSIBILITY
P9 Various locations	Tree planting	Screening of industrial uses	o Calgary Parks & Recreation o Com. Assoc. to identify sites/ cost sharing o Community volunteer initiatives
P10 2255 - 15A Street S.E.	Landscape/screen roadway provide playground furniture/ equipment	Enhancement and screening	o Calgary Parks & Recreation
P11 2226 - 16 Street S.E.	Construct walkway to existing temporary pathway if no development commitment by July 01, 1992	Pedestrian use	o Land o Engineering
P12 2422, 2434, 2444, 2448, 2453 - 9 Avenue S.E.	Acquire on an opportunity basis	Inclusion with Bird Sanctuary	o Land o Calgary Parks & Recreation
P14 Parcel between 15 Street and 17 Street S.E. (old rail R.O.W.)	Grading, landscaping and possible pathway development. Redesignate to P.E.	Upgrading of M.R. lands in residential area and pathway development	o Calgary Parks & Recreation
P15 922 - 9 Avenue S.E. Alexandra Centre	Improve irrigation capacity Close lane Redesignate to P.E.	Maintenance Land consolidation	o Calgary Parks & Recreation o Planning & Building
P16 Pearce Estate Park	Erect public washroom direction signs on pathway	Convenience	o Calgary Parks & Recreation
P17 Inglewood Pool	Upgrading plan	Ensure long term use	o Calgary Parks & Recreation o Engineering
P18 12 Street (Zoo Bridge)	Encourage zoo to undertake upgrading, enhancement	Tourism, enhancement	o Zoo o Engineering

TABLE 4 cont'd PROPOSED PUBLIC IMPROVEMENTS AND ACTIONS/LAND ACQUISTIONS

SITE	DESCRIPTION OF NECESSARY ACTION	PURPOSE	RESPONSIBILITY
P20 Various Park Sites	Redesignate to PE	Ensure retention of sites as open space	o Planning & Building
P21 Various road closure sites	Tree planting	Enhancement	o Engineering
P23 Rail R.O.W. - CN North of 9 Avenue	Remove tracks and consolidate with adjacent residential parcels	For disposal for residential development	o Land
P24 East of 22 Street S.E. North of 9 Avenue S.E.	Acquire remnant parcels and consolidate with P23 above	For disposal for residential development	o Land
P25 Rail spur east edge of Refinery Site	Encourage abandonment of spur and acquire	Watermain R.O.W. Bird Sanctuary/buffering possible regional pathway	o Land - See P3 Comment o Waterworks o Calgary Parks & Recreation
P26 Petro Can Truck Stop	Tree planting along 9 Avenue	Enhancement/screening of City owned lands	o Engineering
P27 Bird Sanctuary 2405 - 9 Avenue S.E.	Testing of extent and impact of underground pollution	Safety/redevelopment	o Planning & Building, Calgary Health Services (Petro Canada expected to fund necessary studies)
P28 1524 - 10 Avenue 1523 - 14 Avenue	Remove reserve status redesignate - commercial/ residential/sell	Redevelopment	o Planning & Building
P29 CP Rail (North of 17 Avenue)	Apply for pedestrian/possible vehicular crossing	Provide alternative road/ pedestrian access	o Calgary Parks & Recreation o Transportation o Planning & Building

TABLE 4 cont'd PROPOSED PUBLIC IMPROVEMENTS AND ACTIONS/LAND ACQUISTIONS

SITE	DESCRIPTION OF NECESSARY ACTION	PURPOSE	RESPONSIBILITY
P30 Blackfoot Trail	Undertake full survey and replot	Update survey	o Land o Streets
P31 Inglewood Bird Sanctuary and Pearce Estate Park	Prepare long-term plans	Identify future roles, land requirements and impacts	o Calgary Parks & Recreation
P32 Alyth Road/Blackfoot Trail	Install traffic lights	Facilitate truck movement	o Transportation (See Section 7.4.3)
P33 17 Street/20 Street (South of 9 Avenue)	Remove 17 Street from Truck Route By-law	Remove trucks and hazardous goods from residential area.	o Transportation (See Section 7.4.4)
P34 9 Street S.E.	Closure north of 8 Avenue	Residential development	o Land o Planning & Building o provide for public access to river
P35 11 Street S.E.	Closure north of 8 Avenue	Residential development	o Land o Planning & Building o provide for public access to river
P36 14 Avenue S.E.	Closure east of 16A Street Relocation of gas main	Residential development	o Land o Planning & Building
P37 Lane south and east of 2015 - 9 Avenue S.E.	Closure/consolidation	Residential development and consolidation with park	o Land o Planning & Building
P38 8 Avenue	Closure adjoinging #2213/ 2223 - 8 Avenue Consolidation	Residential development	o Land o Planning & Building

TABLE 4 cont'd PROPOSED PUBLIC IMPROVEMENTS AND ACTIONS/LAND ACQUISTIONS

SITE	DESCRIPTION OF NECESSARY ACTION	PURPOSE	RESPONSIBILITY
P39 23 Street S.E.	Closure Consolidation with Site R6 and Riverbank Park (as with P44)	Residential Development/ Regional Pathway	o Land o Planning & Building
P40 Lane behind 1019 - 9 Avenue S.E.	Closure and sale	Consolidation	o Land o Planning & Building
P41 Lane north of 114 - 13 Street S.E.	Closure north of 8 Avenue	Consolidation	o Land o Planning & Building
P42 Lane east of 2004/ 2204 Alyth Place S.E.	Closure and sale	Consolidation	o Land o Planning & Building
P43 Roadway north of 2232 - 8 Avenue S.E.	Closure	Consolidation with Riverbank park	o Land o Planning & Building
P44 City owned lands east of Sanctuary road and 23 Street	Transfer to Parks inventory (if supported by approved Bird Sanctuary Master Plan)	Consolidation	o Calgary Parks & Recreation o Planning & Building
P45 25 Street and lanes north of 9 Avenue	Closure Redesignation to P.E.	Consolidation with Bird Sanctuary	o Land o Planning & Building o Calgary Parks & Recreation
P46 South Calgary feedermain	Land acquisition/right-of-way protection	Future major watermain	o Waterworks o Discussion with community required regarding need/alignment of this and any other major utility projects

TABLE 4 cont'd PROPOSED PUBLIC IMPROVEMENTS AND ACTIONS/LAND ACQUISTIONS

SITE	DESCRIPTION OF NECESSARY ACTION	PURPOSE	RESPONSIBILITY
P47 9 Street S.E. and CP R.O.W. behind Market to 12 Street	Consider acquisition and upgrading to acceptable road standards.	Construction of market road and market parking.	o Adjacent landowners o Calgary Parking Authority o Streets o Planning & Building
P48 Nellie Breen Park at 14 Street and St. Monica Ave.	Construct standard cul-de-sacs on St. Monica adjoining Park.	Consolidation and upgrading of park site. Relocation of storm drain.	o Streets o Calgary Parks & Recreation
P49 17 Avenue S.E. from 17 Street	Construct sidewalk along North side of 17 Avenue.	Pedestrian use.	o Streets
P50 22 Avenue between Community School and ICA grounds	Removing fencing abutting 22 Avenue R.O.W. Discuss with Calgary Board of Education	Consolidation and enhancement of shared playing fields.	o Streets o Land o CBE
P51 9 Avenue S.E. Subway under Blackfoot Trail & C.P.R.	Upgrade and enhance pedestrian facilities through subway.	Pedestrian use.	o Streets o Planning & Building
P52 17A Street, Blackfoot Trail Intersection	Improve and enhance intersection as entrance to Pearce Estate Park.	More visible and accessible entrance to the Park.	o Streets o Calgary Parks & Recreation o Planning & Building
P53 Lane between New Street	Closure.	To discourage short cutting.	o Streets
P54 9 Avenue S.E. at 14 Street and 11 Street	Consider installation of enhanced pedestrian crosswalks.	Safe pedestrian access between residential North and South of 9 Avenue.	o Streets o Planning and Building

TABLE 4cont'd PROPOSED PUBLIC IMPROVEMENTS AND ACTIONS/LAND ACQUISTIONS

SITE	DESCRIPTION OF NECESSARY ACTION	PURPOSE	RESPONSIBILITY
P55 Sidewalks and Curbs in Community	Access curb--ramp program for priority status.	Wheelchair access	o Streets
P56 Inglewood Lane Bowling Club	Redesignate to PE in keeping with original intent of land bequest.	Ensure long term public use.	o Calgary Parks & Recreation o Planning & Building
P57 Alyth Road/Blackfoot Trail Area	Consider allowing commercial/directional signage		o Land and Housing

7.0 TRANSPORTATION

7.1 ISSUES AND EXISTING CONDITIONS

The road system in Inglewood is dominated by Blackfoot Trail and 9 Avenue. Blackfoot Trail is part of a transportation corridor which includes the CPR and the right-of-way reserved for the South Downtown Bypass. This corridor passes through the centre of the community splitting the residential areas. As well as being a major artery 9 Avenue is also the main street of the community. (Map 16)

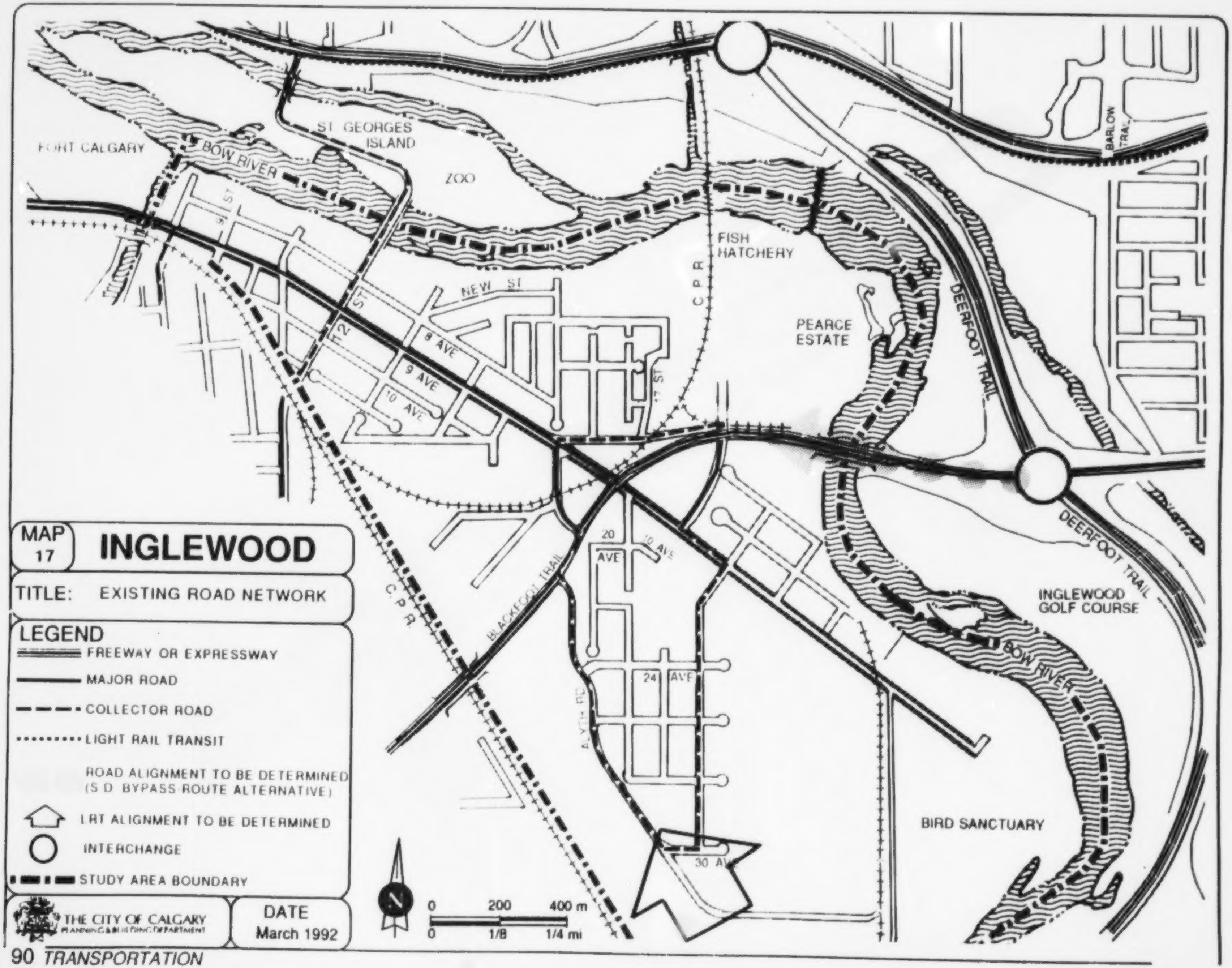
Transportation Department projections forecast traffic volumes on 9 Avenue rising substantially from the current 23,000+ vehicles per day (v.p.d.) if no alternative facility is built to handle the projected increases.

The quality retail development desired for 9 Avenue cannot co-exist with the projected traffic increase. If an alternative facility is not built to handle the projected increases substantial changes in roadway operation and/or configuration would be required if 9 Avenue were to accommodate the higher volume demand. These changes could include the removal of parking from 9 Avenue throughout the day, the possible installation of a lane reversal system and some intersection widening. A likely result of such volumes could also be shortcutting traffic on the local roads. It may be possible to accommodate increased traffic volumes and the physical and operational changes necessary to accommodate them during the morning rush period when most stores are closed, but not during the rest of the day or on weekends without significant damage to the community.

These types of changes to 9 Avenue operation and the associated higher volumes are inconsistent with the future role of 9 Avenue as an attractive retail/tourist area as approved in previous City Council documents and as reaffirmed in this A.R.P.

Inglewood does not have the severe short cutting problems faced by many inner city communities; however, truck traffic related to the industrial areas has raised some concern. The Inglewood Design Brief and subsequent traffic studies resulted in a number of street closures which keep most of the truck traffic away from area homes. Parking and building setbacks along 9 Avenue have occasioned substantial discussion. These issues are addressed in Chapter 3 of this plan.

Presently 9 Avenue and Memorial Drive are the primary connections between the downtown and traffic from Deerfoot Trail and the east. In recognition of its important traffic carrying function 9 Avenue is classified as a major road in the city street network. To change its function and accommodate a more locally oriented retail function City Council will have to identify a clear alternative route for the major traffic flows.



MAP 17

INGLEWOOD

TITLE: EXISTING ROAD NETWORK

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

The South Downtown By-Pass is recognized as a suitable alternative route however as yet no alignment has been adopted by Council. If the S.D.B.P. is not constructed then 9 Avenue will remain a primary traffic route. By including the preferred route in this A.R.P., and asserting that on balance the community will definitely benefit from the S.D.B.P., Council endorsement of the alignment is facilitated. To expedite the construction of this roadway (not expected within this decade) it is important that the preferred alignment also be ratified in the Ramsay A.R.P. presently being prepared. Until this alignment is reflected in the Inglewood and Ramsay A.R.P.s it will be difficult for the Administration to make the substantial changes in the operational policies affecting 9 Avenue necessary to contribute to achieving the commercial goals of this A.R.P.

The City has also identified the potential need for a southeast L.R.T. alignment which may require a corridor in the general Inglewood - Ramsay area. As no alignment or general corridor has yet been determined for this facility, it will not be addressed futher in this A.R.P.

For the past two decades, the factor that has had the most impact on Inner City Communities such as Inglewood has been through traffic. With the proliferation of commuter movement from the suburbs to the Downtown core has come pressures on these communities to accommodate this very real fact of modern City life with the need to preserve those Inner City neighbourhoods that surround the core.

This A.R.P. recognizes the need to facilitate commuter movement through the area. It is important, however, that the community has input into transportation policies affecting the area and is in a position to influence the policies that the City applies to the Inglewood area.

The following principles should be considered in the implementation of transportation policies in and through Inglewood for the purposes of the Inglewood A.R.P.:

1. Transportation decisions should reflect the growing willingness of commuters to use alternate methods such as mass transit and bicycles by physically upgrading facilities for such alternate means. This upgrading should include measures to install bus shelters at all stops, to reroute and reschedule buses where appropriate, to widen the network of bike paths, to improve pedestrian crossings on 9 Avenue, to complete the old CN R.O.W. pathway project, and to monitor the condition of pathways, sidewalks and roads in Inglewood. The intent of these measures is to encourage establishment of a balanced transportation network throughout Inglewood.

2. In the long-term the number of Truck Routes through the neighbourhood should be reduced to the extent possible. This will involve the elimination of 17 Street from the Truck Route Bylaw in the near future and likely, 9 Avenue, and 12 Street when a South Downtown Bypass is built. In addition, with the

relocation of the Industries at the far east end of 9 Avenue, there would be no reason to have truck traffic use Inglewood residential streets. The installation of traffic lights at the Alyth Road/Blackfoot Trail intersection and the construction of a "Brewery Road" behind Molson's would allow all remaining Industrial traffic to access Blackfoot Trail for easy egress from the Community. The construction of a "Market Road" behind the National Market along the CP R.O.W. would compliment Blackfoot Trail as through routes for metropolitan truck traffic. Construction of these roads would be dependant on adjacent landowners.

The intent of this policy is to further shelter the residential and commercial aspects of the community from the affects of industrial activity.

3. Accommodation of traffic generated by new development in Inglewood will have full input from the community. Any discussion of road closures or re-openings will be viewed in light of their impact on existing street patterns, and will be important considerations in final designs of new developments. In like manner, the possibility of unwarranted short cutting resulting from existing road patterns will be important in such discussions and decisions.

The intent of this principle is to ensure that the responsibility of the city and developers to respect the existing neighbourhood during redevelopment within and outside Inglewood is met to the satisfaction of the residents.

4. New roadway facilities, particularly with regard to construction of a South Downtown Bypass will be designed to have minimal impact on Inglewood. Such considerations as proposed access, landscaping and other design details will have full input from Inglewood residents. Further, the ongoing ability to suggest alternate designs and functions (for example, rapid transit routes) will be available to the community.

The intent of this policy is to ensure that those who will be most directly affected by the new major road construction will have strong input.

7.2 OBJECTIVES

7.2.1 To contribute to the creation of a viable commercial district the negative impact of 9 Avenue peak hour traffic flows on the residential and business community should be minimized, now and in the future, while recognizing the status of 9 Avenue as a major road.

7.2.2 The need for limited new road construction, if new residential development is to proceed, should be recognized.

7.2.3 The importance to Inglewood of the construction of the South Downtown By-pass is recognized.

7.2.4 The need for a balanced transportation network in and through Inglewood is great, given the unique geography of the area, and the anticipated future development of new commercial and residential facilities in the area. This network will recognize the importance of pedestrian, and bicycle as well as vehicular movement.

7.3 POLICIES

7.3.1 South Downtown Bypass

The Inglewood Community Association recognizes the need for a South Downtown By-Pass (S.D.B.P.) to reduce 9 Avenue traffic volumes. (Map 18)

This roadway will benefit the residential and commercial sectors of the community by reducing 9 Avenue traffic volumes. The community wishes input into future planning and design of this facility as outlined in Section 3.2.1.

A proposed route for the South Downtown By-Pass is shown in Map 18. This is the preferred route of a number of alternative routes which have been analyzed in the South Downtown By-Pass Functional Study.

Projections suggest that construction of the S.D.B.P. could reduce 9 Avenue volumes by as much as two thirds. This is the only long-term solution to excessive 9 Avenue traffic volumes which has been identified. The reduction in traffic volumes associated with S.D.B.P. construction could allow substantial positive changes to 9 Avenue.

The design of the S.D.B.P. should maintain or improve the access between Ramsay and Inglewood to the extent possible. An at-grade intersection at 8 Street and the S.D.B.P. could contribute to the maintenance of inter-community movement and should be reviewed prior to preparation of final plans.

The City is protecting a right-of-way for the S.D.B.P. along the alignment identified in Map 18.

7.3.2 Traffic Volumes

Until the S.D.B.P. is implemented, 9 Avenue will continue to operate as part of the Transportation network and will be under ever increasing pressure from increasing amounts of traffic. The A.R.P. recognizes the need to handle the traffic volumes but would require a decision by City Council prior to any substantive changes being made to parking, traffic operations policies or road configurations (Section 3.5.5).

The recognition and preservation of Inglewood's unique riverbank location can be further advanced by a policy of transportation projects that promote integrated bicycle/vehicle use of road allowances, and speedy completion plans for enhancing the remaining portions of the old CNR r-o-w.

Ninth Avenue fulfills several roles in the city and has the potential to contribute further:

- a major road providing access to the downtown and part of a cross-town route;
- the main street of Inglewood;
- a retail street which serves a definite low income market;
- the site of a number of buildings with heritage significance combining to create long-term tourism opportunities;
- a retail street with many of the elements needed to create a high quality destination retail area.

In developing a policy for the future of 9 Avenue all of these functions must be considered. Traditional transportation planning approaches would call for street improvements to be made to better accommodate the increasing traffic demand. Improvements could include road widening and operational changes such as lane reversals and removal of parking. Such changes are effective in improving the level of service in a particular corridor. In the 9 Avenue corridor, however, the side effects of these changes would critically conflict with the other qualities and functions of the street. In addition, no matter how many improvements were undertaken in this corridor the long-term projected traffic demand could never be met by 9 Avenue, leading to new arterial road construction or a substantial decline in service on this east entry to the downtown. The situation could occur that, having upgraded 9 Avenue as a traffic corridor and permanently damaging its distinctive historic pedestrian retail potential, the S.D.B.P. is constructed removing the excess volumes from 9 Avenue but leaving it unable to regenerate.

The policy proposed for 9 Avenue in this A.R.P. would accept traffic volume increases to the level the existing street and present operational policies can accommodate. The street will not change except in response to safety concerns and even then discretion must be exercised. This policy would accept the inevitable congestion on the street and not undertake actions to reduce it.

There will likely be a need for limited new road construction to serve new residential development. Redevelopment of the Conforce Site, Russell Steel/Sears, and the Refinery site will likely require upgrading or new access routes. Planning for new roads will involve the local residents but the need for new housing in the community must always be emphasized.

The road designation in the community are listed below. All other streets are considered local roads.

Expressways	Blackfoot Trail
Major Roads	9 Avenue (West of 19 Street S.E.) 15 Street S.E. (Blackfoot Trail to 9 Avenue S.E.)
Collector Roads	9 Avenue (east of 19 Street) 12 Street S.E. Alyth Road 20 Street/17 Street (south of 9 Avenue) 8 Street (south of 9 Avenue) 17 Avenue (between 9 Avenue and 17A Street)

As the major priority in Inglewood is to encourage new residential development there will likely be situations in which the traffic generated by proposed developments would exceed the environmental guidelines. The inner city communities such as Inglewood were developed long before the population and vehicle ownership levels of today. The road classifications above are indicative of the functions which the roads are expected to fulfill. However, they cannot be applied rigidly if Inglewood is to thrive. For example, some of the local roads in the community may have to carry traffic volumes above the 1,000 vehicles per day environmental guideline if new development is to proceed. The A.R.P. supports accepting traffic levels moderately in excess of the environmental guidelines in such cases.

A more important concern would be traffic from other communities shortcutting along the residential roads.

7.3.3 Specific Sites

There are several specific roadway situations which have been addressed in other areas of this Plan:

- 17A Street/Blackfoot Trail intersection-See 4.4.2(f).
- Conforce site access - see 4.4.2(f).
- Sanctuary Road - see 6.3.1

7.4 IMPLEMENTATION

7.4.1 Policies relating to the future operations of 9 Avenue with respect to parking and road widening setbacks are contained in Section 3.5.

7.4.2 No substantial changes to the shape, character or operation of 9 Avenue through Inglewood (such as lane reversal systems, removal of significant amounts of on-street parking or road widening) will be made except as outlined in 3.5.5.

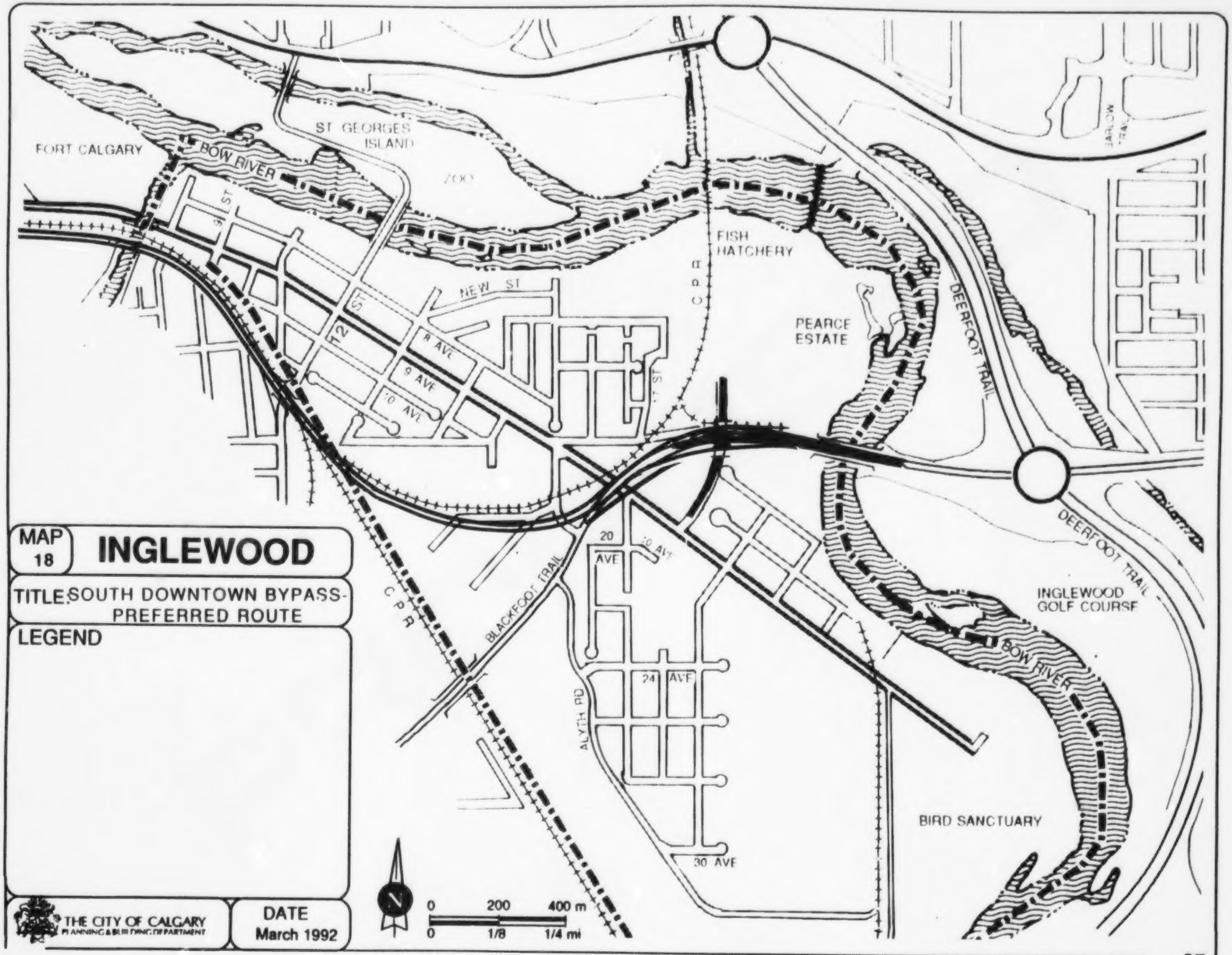
7.4.3 The A.R.P. supports the installation of traffic signals at Blackfoot Trail and Alyth Road to facilitate turning movements and thereby permit truck traffic to be removed from 17 Street E. This recommendation will be reviewed in the context of the Traffic Signal and Pedestrian Corridor Construction Priorities 1992 Annual Report and will consider the importance of removing hazardous goods movements from local roads.

7.4.4 The Truck Route Bylaw be amended to delete 20 Street/ 17 Street south of 9 Avenue once traffic signals are installed at Alyth Road and Blackfoot Trail.

This will remove industrial traffic, including those carrying hazardous materials, from the residential areas.

7.4.5 The S.D.B.P. R.O.W. shown in Map 18 should be retained for construction of the S.D.B.P. (See also 3.2.1)

7.4.6 The environmental guidelines established for suburban communities should not be used as a primary basis for transportation planning in Inglewood. Rigorous application of these guidelines could prevent new residential development on some sites where the benefits to the community of the new development would be substantial. A balance should be sought on a project-by-project basis between the community's need for more housing, and the need to minimize the increase in traffic volumes on community streets.



MAP 18

INGLEWOOD

TITLE: SOUTH DOWNTOWN BYPASS-PREFERRED ROUTE

LEGEND

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

8.0 SOCIAL ISSUES

8.1 ISSUES AND EXISTING CONDITIONS

Inglewood is a community in transition. After its first years as the site of the homes of the affluent, it became a working class community, focused on the CPR, and Brewery industries. The community was strong, family based, and very self contained. The residential flow to the suburbs eroded Inglewood of young population, creating a community with a high number of single parent families, an increasing proportion of seniors, most on fixed incomes, high transiency, and a large number of houses needing rehabilitation. These concerns were expressed in the Inglewood Design Brief. However, since the late 1980s, interest in residency in Inglewood has significantly improved. The trend of young professionals and families to move into the city core, close to existing amenities has been evident, particularly in the area of Inglewood north of 9th Avenue. This mixture has created some very positive social relationships, that are evident in the organizations and groups functioning in the community. Those who live in Inglewood now are very committed to seeing the community grow and thrive.

On the other hand, Inglewood has several unique social issues to address: prostitutes frequent the areas around the National Hotel and Gresham Block, vagrants walking from the east end of downtown spend time in the western part of the community, particularly the park spaces. Criminal activity of various types can be associated with these groups.

The combination of volunteer groups and government funded agencies provides a generally acceptable level of human services. The Alexandra Centre and the Alexandra Health Centre are unique services to the community and should continue to be supported and funded. The Silver Threads organization provides valuable resources and services to the large senior citizen component of Inglewood. The organization and its present facilities (Telephone Exchange Building) should continue to receive support and resources from the city and the community. Specific recommendations address areas where improvement may be possible. Any reduction in current levels of government support could have significant negative effects.

Inglewood is also unique in the strength of its informal personal network. There is a surprisingly large number of people willing to help and support others in the community. The number of community, social and religious organizations offering counselling, support and education, and often basic amenities such as the St. John's Soup Kitchen, is outstanding and the general "neighbourliness" and spirit in the community seems unique in Calgary. The churches in the area were the first in the City and are important institutions.

The Colonel Walker Community School is a vital element in maintaining the health and stability of the community. Its importance is enhanced by the small size of the community, and the number of community programs and services offered. Substantial damage would result to the community should the school program, or the ancillary non-Board of Education programs be lost.

8.2 OBJECTIVES

8.2.1 Ensure that a full range of human support services are available in the area.

8.2.2 Recognize the importance to the community of the Colonel Walker Elementary School Program and the Community School Program.

8.2.3 Address the issue of transients.

8.2.4 Address the issue of the prostitution and drug activities currently occurring in the area around the National Hotel and Gresham Block, the high crime rates associated with same, and the resulting conflict with the greater community.

8.25 Recognize the importance to the community of the Alexandra Centre, the Alexandra Health Centre, and other services provided by the Centre.

8.26 Recognize the importance to the seniors of the community of the Silver Threads organization, the services provided by this organization.

8.3 IMPLEMENTATION

8.3.1 City Council to the Calgary Board of Education and the Province of Alberta that the Colonel Walker Community School is a vital element in maintaining the health and stability of the community. Its importance is enhanced by the small size of the community and the number of community programs and services offered. Substantial damage would result to the health of the community should the school program or community school programs be lost.

8.3.2 The Social Services Department, through on-site staff, and existing agencies will ensure that the needs of Inglewood residents continue to be addressed, particularly in the following areas:

a. adult daycare,
b. drop-in child care,
c. parent/single parent support groups,
d. teen programs,
e. senior citizens

The Department will address any deficiencies in these or other areas and if unable to meet them will bring them to the attention of City Council, local community support groups and the community association.

8.3.3 The Social Services Department will continue its efforts to coordinate the improvement and rationalization of services/facilities for transients in the east end of downtown (west of the Elbow River).

8.3.4 The Social Services Department will continue to support the creation of an inter-agency council made up of organizations providing services in the Inglewood area and adjacent communities. This council will ensure good communication amongst agencies and improved needs assessment.

8.3.5 The Social Services Department will explore funding opportunities to maintain a full time native outreach worker in the east downtown/Inglewood/Victoria Park area and will report their findings to the Community Services Committee of Council.

8.3.6 City Council recommends that the Inglewood Community Association in conjunction with the Calgary Police Service establish a block watch program throughout the community.

8.37 The City and community will continue to support the presence and contribution of the Alexandra Centre, Alexandra Health Centre, Silver Threads Seniors Society, and accompanying services provided to the community.

8.38 The City and community will jointly address the problem of prostitution and related drug activities currently centred in the vicinity of the 1400 block of 9 Avenue and the 1000 block of 10 Avenue areas, and develop a strategy to reduce/eliminate the problems.

BACKGROUND INFORMATION

INGLEWOOD AREA REDEVELOPMENT PLAN

TABLE OF CONTENTS

BLUE PAGES

Page

9.0 **BACKGROUND INFORMATION** 104

9.1 Community Profile 104

9.1.1 Historical Development 104
9.1.2 Demographics 105
9.1.3 Existing Land Use/Land Use Designation ... 110

9.2 Policy Background and Rationale 116

9.2.1 Residential Redesignations 116
9.2.2 Commercial/Industrial Redesignations 120
9.2.3 9 Avenue Retail 124
9.2.4 A.V.P.A. Regulations 131
9.2.5 Parks and Open Space 134

9.3 Planning Process 138

9.4 Glossary of Land Use By-law Definitions 139

LIST OF MAPS

Map Page

Map 19 Existing Land Use Designations 111

Map 20 Existing Direct Control Districts 112

Map 21 Proposed Land Use Designations 114

Map 22 9 Avenue Current Parking Policies 128

Map 23 Existing Daily Traffic Volumes 132

Map 24 Truck Routes and Dangerous
Goods Routes 133

Map 25 AGT Line 136

TABLES

Table Page

Table 5 Existing Direct Control Designations 113

Table 6 Proposed Direct Control Designations..... 115

FIGURES

Figure Page

Figure 1 Total Housing Units - Historical 106

Figure 2 Population Trends 107

Figure 3 Population by Age Group 108

Figure 4 Occupancy Rates 108

Figure 5 Land Use Distribution 109

Figure 6 Housing Mix 109

9.0 BACKGROUND INFORMATION

9.1 COMMUNITY PROFILE

9.1.1 Historical Development

Inglewood is Calgary's oldest neighbourhood originating at the confluence of the Bow and Elbow Rivers. It is a community with a rich history and, even today, one can clearly see parts of its past.

In the late 1800s when a railway station was proposed for Calgary, Inglewood experienced a major land boom in anticipation that the station would be located east of the Elbow River. Property owners began subdividing their land in expectation of windfall profits which did not materialize as the CPR built their station on the west side of the river in what is now the downtown. Development followed the station to the west of the river. However, growth of Inglewood's industrial base expanded as a result of the efforts of prominent pioneers such as Senator Pat Burns and his meat packing plant and A.E. Cross and his Calgary Brewery. Portions of the Pearce Estate were purchased by steel and concrete companies, and a portion of the riverbank was bought by an oil company for development. These industries soon attracted people to the neighbourhood, those who wanted to live close proximity to their place of work. Their main street, Atlantic Avenue, was a vibrant retail street and the schools flourished.

After World War II the flight to the suburbs began in earnest with new development moving north and south, away from the industrial area, and the community started to decline. The local retail uses along 9 Avenue changed to a more regional function, while traffic volumes significantly increased. Today the main street is dominated by second-hand stores and auto-related uses.

The Inglewood Design Brief addressed some of the issues such as increasing the population, public improvements to 9 Avenue and upgrading of the housing stock. The Neighbourhood Improvement Program and the Residential Rehabilitation Assistance Program were well used in the community, but did not fulfill the objectives of the Design Brief.

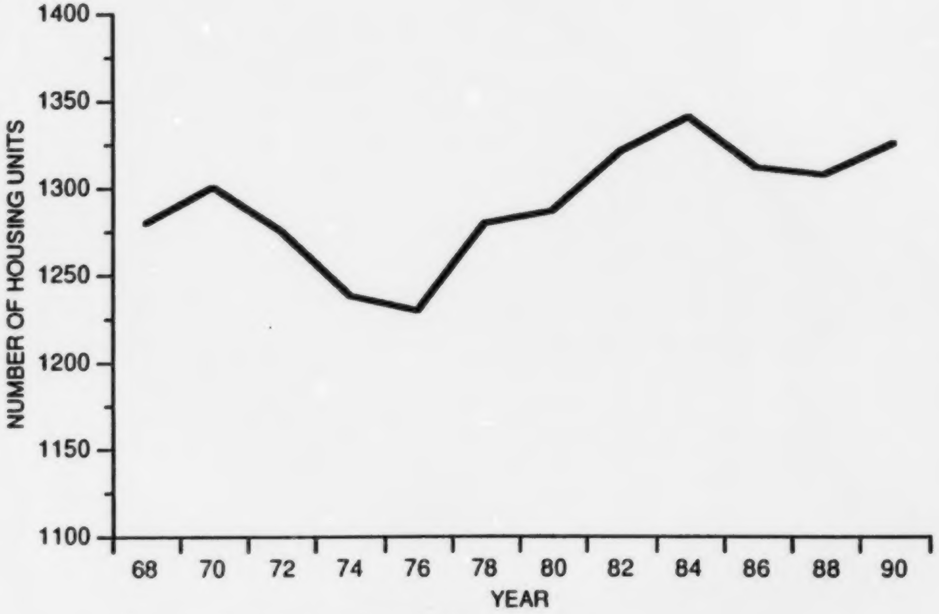
Inglewood, with its proximity to the downtown, the riverbank and bicycle path, its rich history and stock of heritage buildings, the Bird Sanctuary and its many acres of open space remains a delightful residential neighbourhood.

9.1.2 Demographics

Like most inner city communities, Inglewood has experienced a steady decline in population from 3,598 in 1968 to 2,530 in 1990, a decline of 30%. This is largely attributable to decreasing birth rates and occupancy rates (number of persons per occupied dwelling unit), common across North America, which affects all of Calgary. The occupancy rate in 1968 was 2.93 compared to today, representing a decline of approximately 30%. It is interesting to note that Inglewood has a higher percentage of people in the 45-64 and 65+ range than the city. The pre-school population is similar to that of the City; however, the 5-14 range is much lower, contributing to the recent closure of the junior high school in the community.

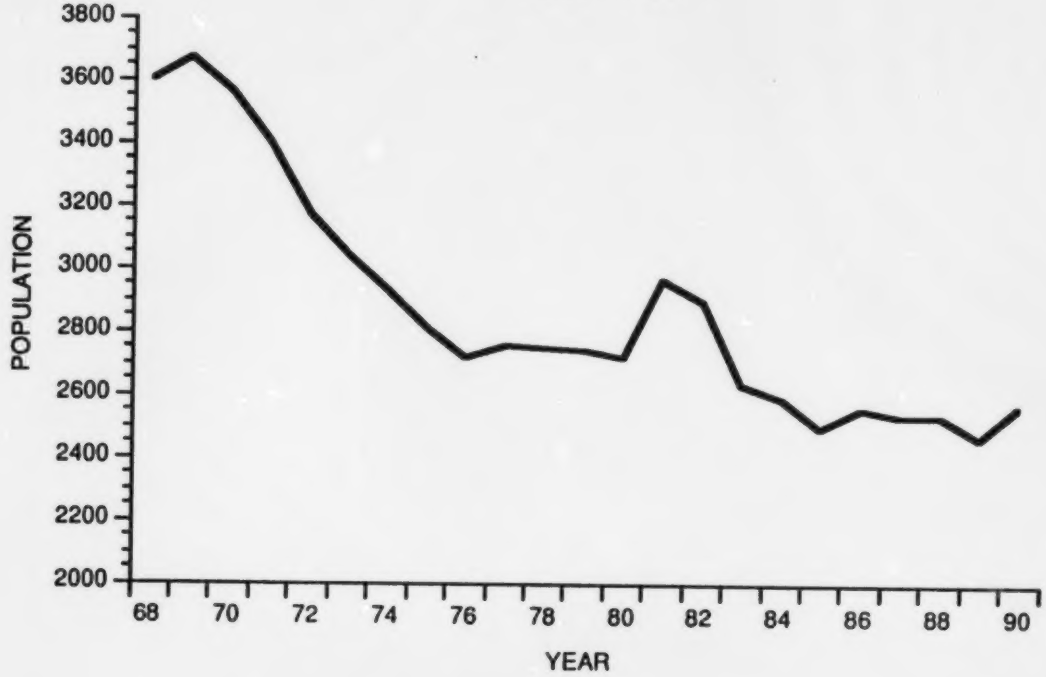
Owner occupancy is an important indicator of community stability. Inglewood has a significantly lower percentage of ownership than the city average. In addition to low ownership, there is also a very high vacancy rate, almost four times that of the city.

Fig. 1 TOTAL HOUSING UNITS-HISTORICAL
1968-1990



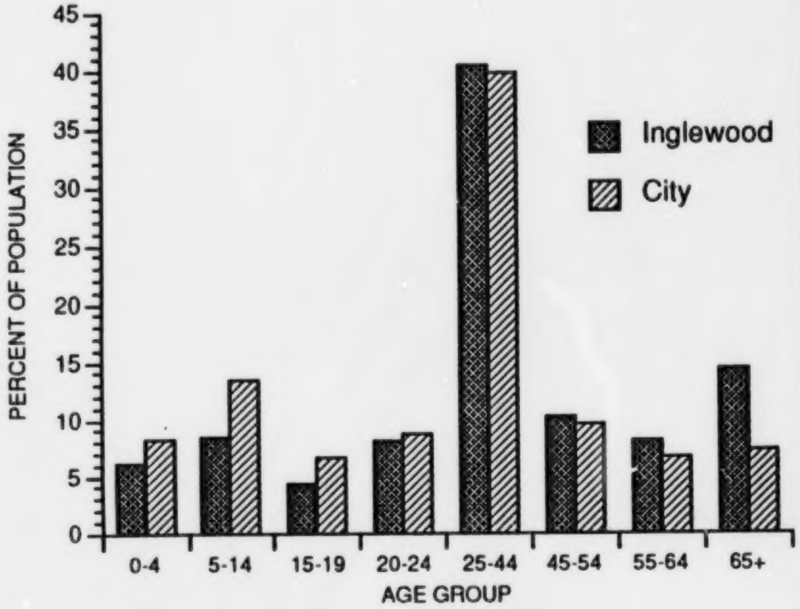
Source : Corporate Resources Department,
1990 Civic Census

Fig. 2 POPULATION TRENDS
1968 - 1990



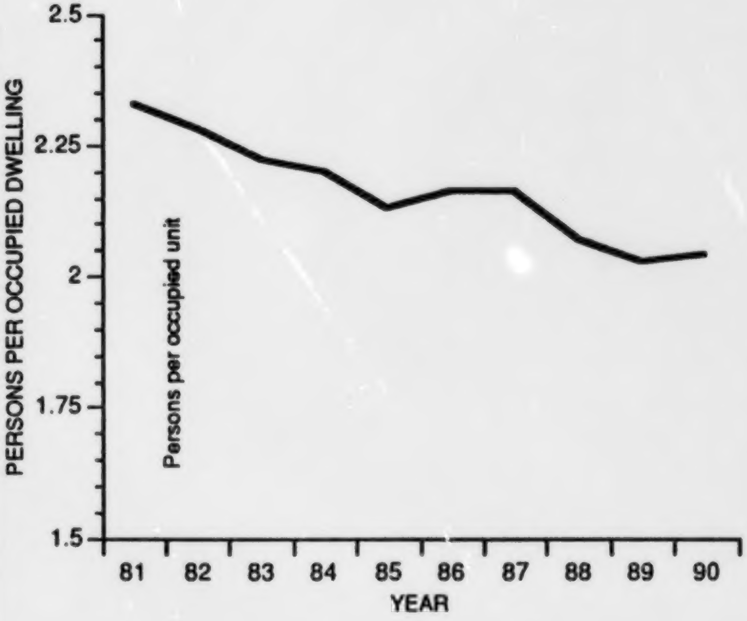
Source: Corporate Resources Department,
Civic Census, 1990

Fig. 3 POPULATION BY AGE GROUP



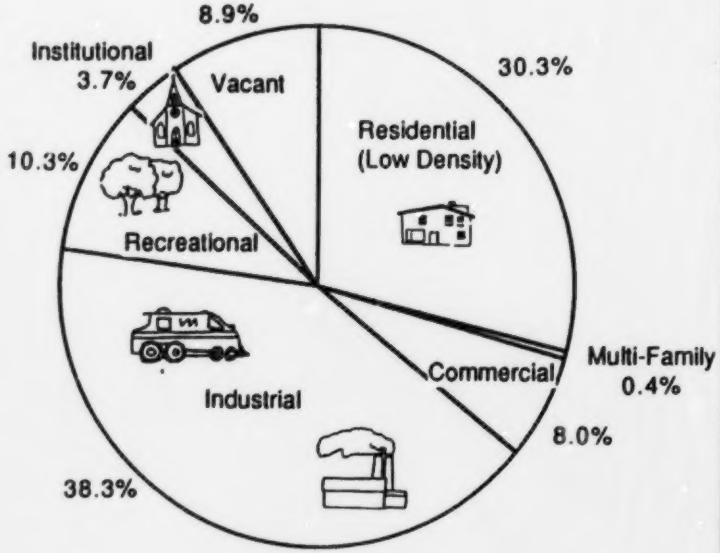
Source: Corporate Resources Department
1989 Civic Census

Fig. 4 HOUSEHOLD SIZE-HISTORICAL
1981-1990



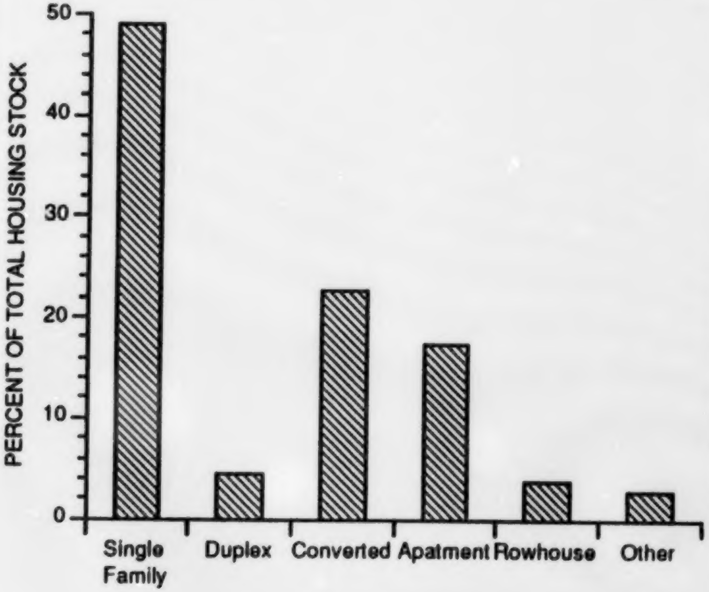
Source : Corporate Resources Department,
1990 Civic Census

Fig. 5 LAND USE DISTRIBUTION



Source: Planning and Building
Department, 1990

Fig. 6 HOUSING MIX



Source : Corporate Resources Department,
1990 Civic Census

9.1.3 Existing Land Use

Inglewood comprises a total land area of 282 ha.± (697 ac.±). The existing land use distribution is illustrated in (Figure 5).

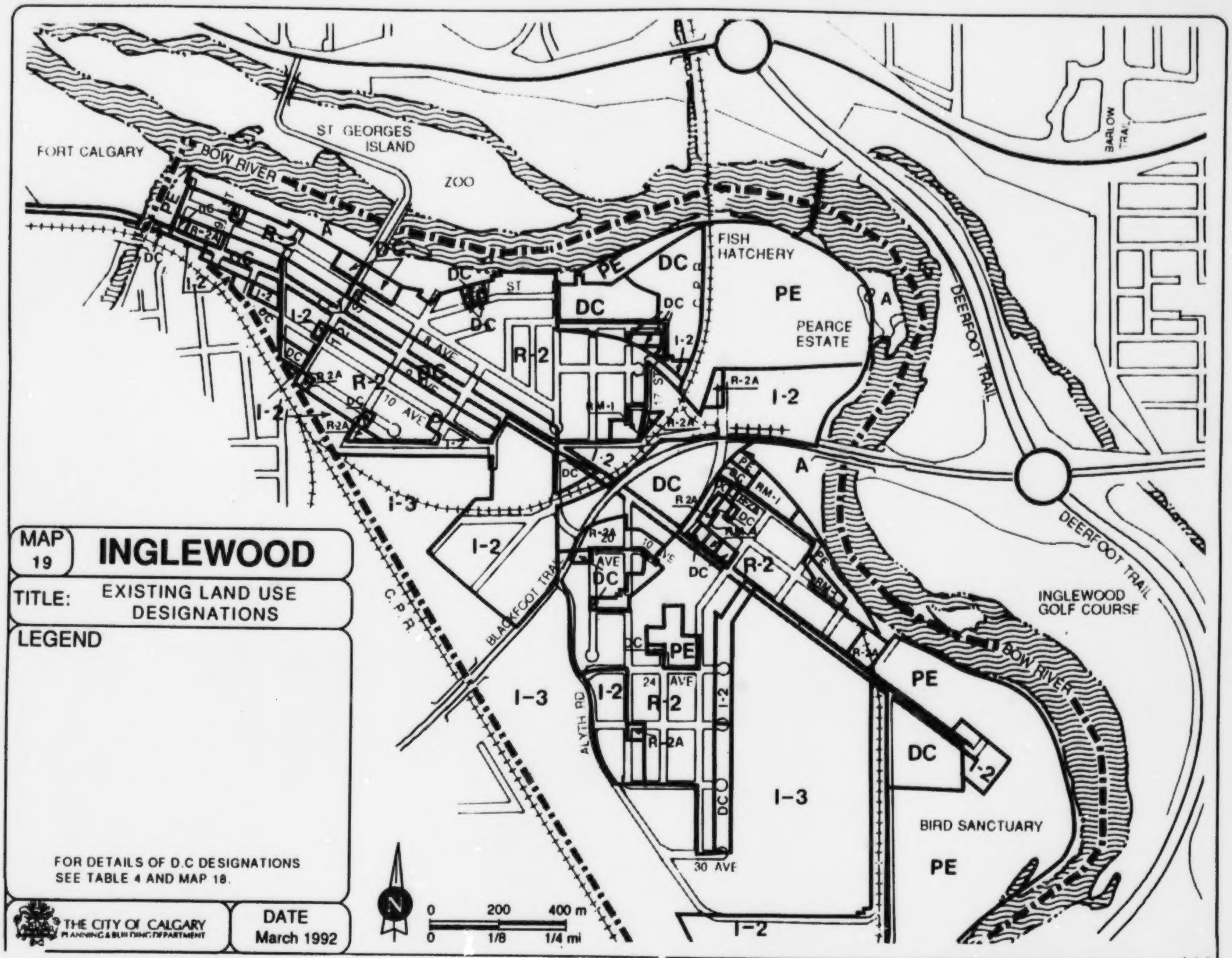
Only 18% or 73 ha.± (180 ac.±) are devoted to residential use. Single family dwellings and apartments represent 49% and 17% of the housing in Inglewood respectively and converted units almost another quarter of the housing stock (Figure 6). Generally the residential uses are located in two areas separated by commercial and industrial uses, and Blackfoot Trail.

The commercial area of Inglewood comprises 8% of the community and extends from 8 Street S.E. to 19 Street along 9 Avenue S.E.

Several DC sites are dispersed throughout the community including an 8 ha.± parcel (the Conforce site) along the river immediately west of the CPR tracks, awaiting residential development.

Industrial and vacant lands occupy a major portion of the community, approximately 38% and 9% respectively. The major owners of this industrial land are Canadian Pacific Railways and Petro Canada.

Inglewood is endowed with an abundance of open space comprising 22% or 69 ha.± of the community although only 51 ha.± is zoned PE. However, 16% (11 ha.) of the 71 ha.± is considered functional open space. Inglewood is considered a prototype A Inner City community, and the standard for this type of community is 0.9-1.3 ha./1,000 population. Inglewood, with 6.65 ha./1,000, is well above the city average of 2.99 ha./1,000 population. It should be noted that regional open space comprises approximately 62% of total open space.



MAP 19 **INGLEWOOD**

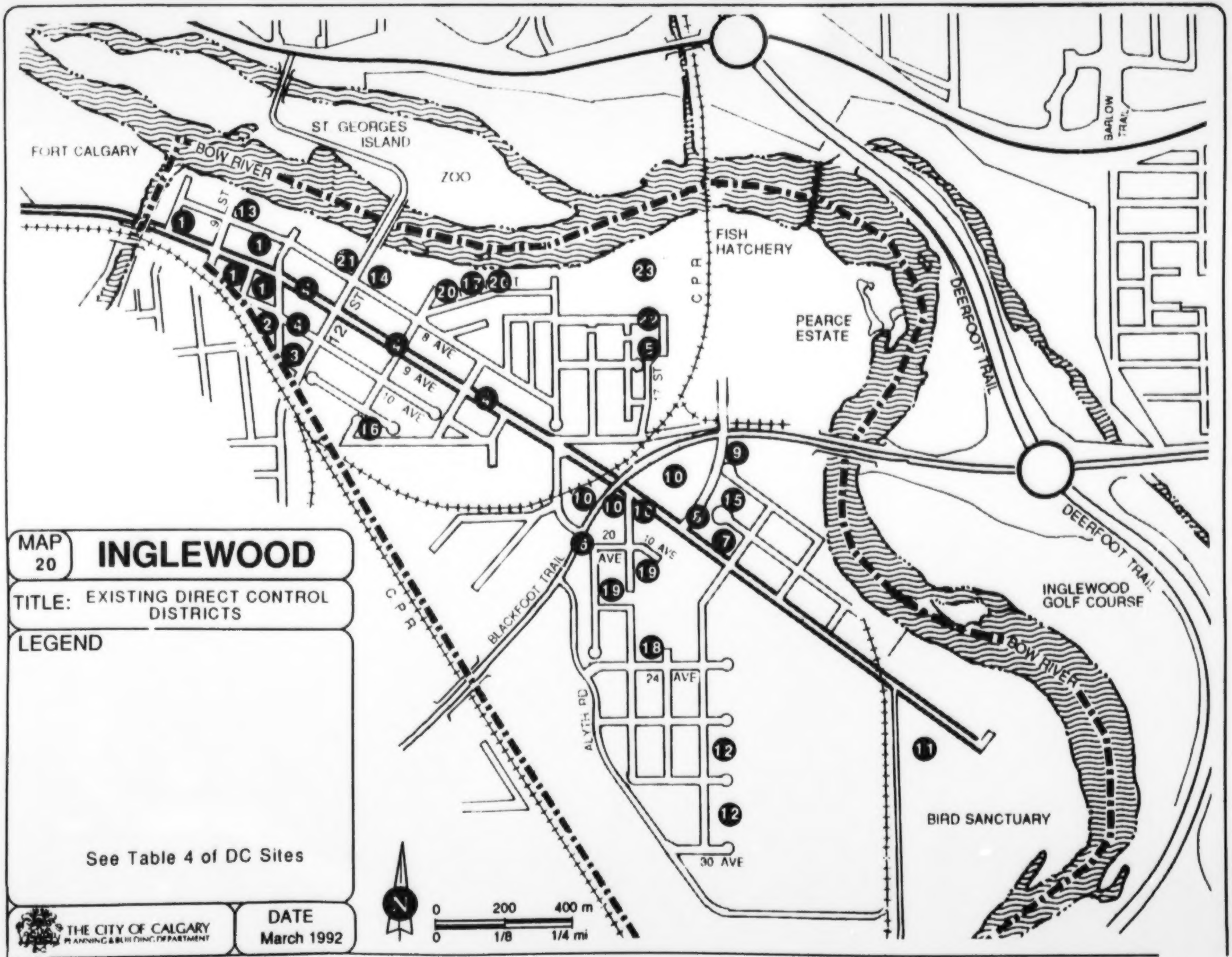
TITLE: EXISTING LAND USE DESIGNATIONS

LEGEND

FOR DETAILS OF D.C DESIGNATIONS SEE TABLE 4 AND MAP 18.

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992



MAP 20

INGLEWOOD

TITLE: EXISTING DIRECT CONTROL DISTRICTS

LEGEND

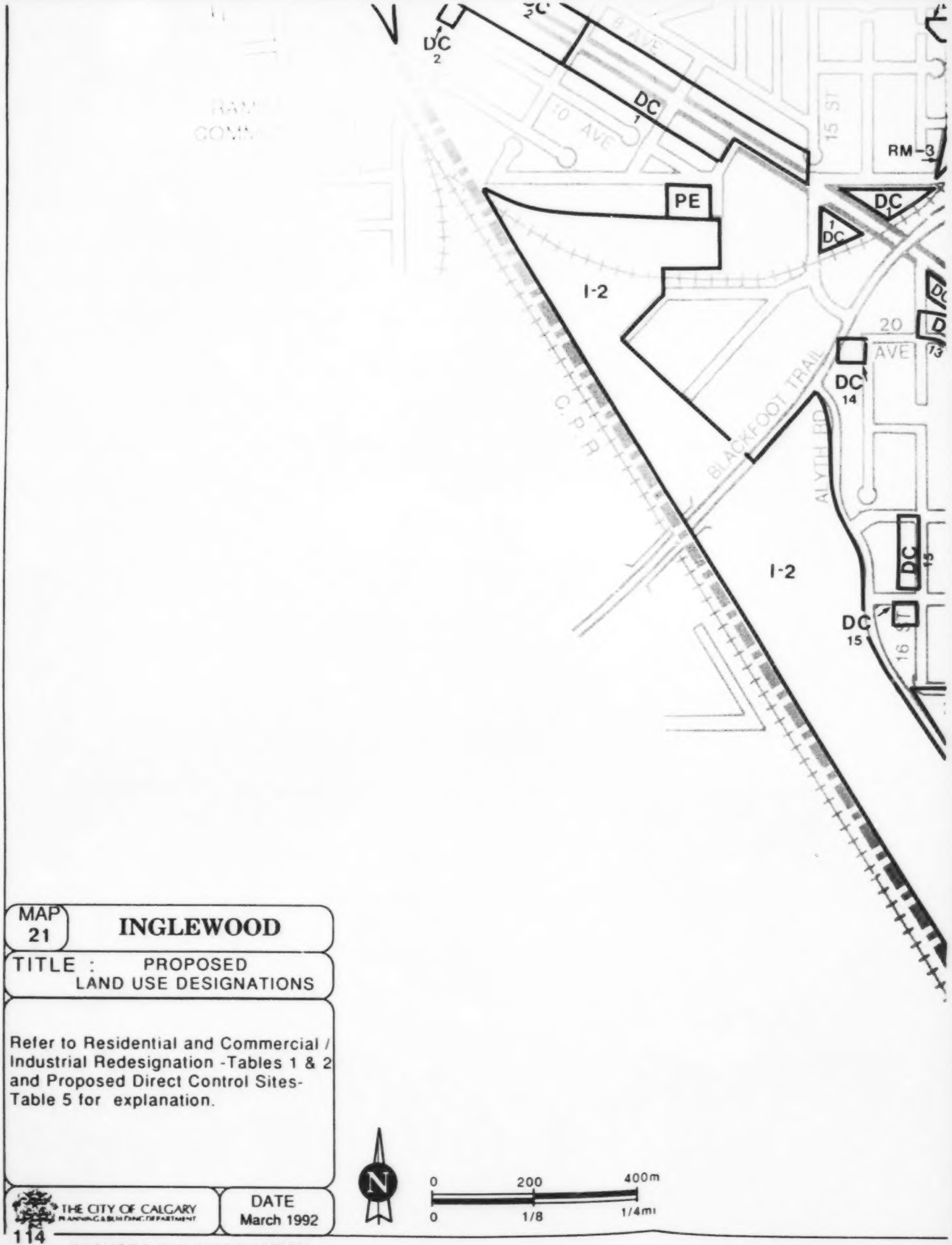
See Table 4 of DC Sites

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

TABLE 5: EXISTING DIRECT CONTROL DESIGNATIONS

SITE #	BY-LAW #	APPROVED USE	EXISTING USE
1	DC474-3	C-1 and C-3 guidelines. 40 feet height restriction. 5% of site landscaped.	Mixed Commercial
2	DC474-4	C-2 and C-3 guidelines. Residential building with commercial at grade, with 40 ft. height restriction.	Mixed Industrial/Commercial
3	DC474-7	C-2 and C-3 guidelines. Height restriction 40 ft.	Commercial
4	DC474-8	C-2 and C-3 guidelines. Height restriction 40 ft.	Mixed Commercial
5	DC474-19	To accommodate existing concrete products manufacturing plant until 1991.	Vacant
6	DC474-22	To allow use of Church building for a private club.	Church
7	DC474-23	C-2 and C-3 guidelines. Height restriction 40 ft.	Mixed
8	DC474-24	C-2 and C-3 guidelines, no residential uses permitted. Height restriction 40 ft.	Residential
9	DC474-26	C-2 and C-3 guidelines, no residential uses permitted. 40 ft. height restriction.	Gas Station
10	DC474-27	C-2 and C-3 guidelines, no residential uses permitted. 40 ft. height restriction.	Mixed
11	DC474-33	To accommodate existing concrete products manufacturing plant until 1991.	Vacant
12	DC474-40	Guidelines as in Schedule 22, By-law 8600 permitting use of farms no less than 20 ac., and uses of approved by C.P.C.	Vacant
13	DC366	To accommodate R-2 residential and/or professional engineering offices with C-1 guidelines	Office
14	DC369	To accommodate a senior citizens housing project.	Seniors and Assisted Housing
15	DC470	R-3 guidelines. To accommodate senior citizens 6-units housing project.	Seniors Housing
16	DC524	R-3 guidelines, to accommodate senior citizens apartment residence.	Seniors Housing
17	DC7538	To permit an existing dwelling to be used as professional offices for architect.	Office
18	DC8231	Allow use of existing school building for Private Club.	Club
19	DC228Z82	RM-1 Guidelines.	Vacant
20	DC21Z83	R-2 Guidelines.	Residential
21	DC32Z88	To permit restaurant uses in the Cross House.	Building is Vacant
22	DC33Z88	R-2 guidelines.	Residential
23	DC34Z88	Site 1 - R-2A guidelines. Site 2 - RM-4 guidelines. Site 3 - RM-4 guidelines, in addition up to 3,000 sq. ft. of commercial development limited to retail units, grocery store and personal service businesses.	Vacant



MAP 21

INGLEWOOD

TITLE : PROPOSED LAND USE DESIGNATIONS

Refer to Residential and Commercial / Industrial Redesignation -Tables 1 & 2 and Proposed Direct Control Sites-Table 5 for explanation.

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

TABLE 6: PROPOSED DIRECT CONTROL (D.C.) SITES INTENT OF DESIGNATION

SITE	ARP SITE REFERENCE	GENERAL INTENT (General Rules)
D.C. 1	C2, C15, C17	9 Avenue commercial, no auto related uses.
D.C. 2	C16	9 Avenue core area, as D.C. 1 above, no front yard parking.
D.C. 3	C1	National Hotel
D.C. 4	C19	Expert Auto Body - permit residential development.
D.C. 5	R6	RM-1
D.C. 6	R13	Facilitate incorporation into Conforce redevelopment (RM-3) and (RM-2).
D.C. 7	R2, R3	Residential (RM1).
D.C. 8	R14	Townhousing/local commercial (RM-1/C-1).
D.C. 9	R4, R17	Multi-unit residential - comprehensive (RM-1).
D.C. 10	R5	Townhousing - comprehensive (RM-3).
D.C. 11	C10	Commercial or residential (RM-3/C2(16)).
D.C. 12	C12, C13	Mixed use or residential (RM-3/C-2).
D.C. 13	R9	Townhousing (RM-3).
D.C. 14	R10	Permit housing as well as church (R-2).
D.C. 15	C7, C9	Upgraded industrial (I-2).
D.C. 16	R8	Townhousing or single detached housing (RM-1/R-2).
D.C. 17 D.C. 17A	C5 C5b	Under policy review (D.C. U.R.). D.C. (UR).
D.C. 18	C6	Under policy review.
D.C. 19	R11	R-2 with yard relaxations

9.2 POLICY BACKGROUND AND RATIONALE

9.2.1 Residential Redesignations (Map 7)

Site R1 (site designations refer appropriate tables and maps)
Expert Auto Body
This site will be redesignated from A to R-2A. This designation will allow residential development on the site.

Sites R2 and R3
1424, 1428 - 17 Street S.E.

These city-owned sites south of Conforce and close to the railway are essentially undevelopable due to a number of underground services and associated easements. The sites will be redesignated to P.E. or P.S. depending on road/service requirements. There is the potential to use these sites to build a new vehicle and/or pedestrian crossing of the CP rail line (and close the existing 17 Avenue crossing). The crossing could provide road access from the Conforce site and adjacent area to 17A Street and Blackfoot Trail.

Sites R4, R17
(C10, C12, C13, P7, P22, P29, P30) (Map 7, 8, 15)

This residential redesignation and public actions in conjunction with the Sears site (C13) and the Russell site (C12) are designed to rationalize future development in this part of Inglewood. Several public improvements and City initiatives are also recommended as part of the overall development concept.

The proposed DC (RM-1) designation would allow housing on a vacant parcel adjacent to the railway. This site is not ideal for housing as it is affected by air and rail noise and faces the rear of existing homes. It can however be developed as a viable townhousing project. The DC guidelines require the development to meet the C.M.H.C. indoor noise standards and offer relaxations of certain rules if necessary to meet them.

The current R-2A designation will remain on the west side of 17A Street however a higher designation would be supported with the general agreement of the current landowners.

The site lends itself well to redevelopment due to its isolation from the rest of the community. As traffic increases on Blackfoot Trail, Pearce Estate Park use increases and the Sears/Russell Steel site redevelops, the quality of life for this very small pocket of detached homes could deteriorate. Without a comprehensive zoning policy small individual redesignation applications are likely to be proposed which could result in piecemeal redevelopment. The area is also convenient to the school - should the interchange be constructed as proposed in the preferred South Downtown Bypass concept.

Sites R6, P23, P24, P38, P39, P44

23 Street S.E. Right-of-Way

The area affected by these proposed actions is illustrated in the upper portion of Map 10. This area which covers 2 to 3 acres is currently bisected by the end of a CN rail spur which extends a 100 metres north of 9 Avenue and effectively sterilizes the parcel. The City has purchased the majority of this site from CN. These lands will be consolidated with the 23 Street and 8 Avenue unused road right-of-way to form a parcel suitable for residential development.

Once the City has assembled a developable parcel in this area the land may be sold or used as part of a possible land trade with Petro Canada or with other parties. Protection of the Bird Sanctuary would be a priority for new development. The land would be redesignated to DC (RM-1) and high quality design complementing the riverbank setting would be expected.

Site R7

Western Edge of Petro Can Site

These city-owned lands are identified in Map 10 and form a strip lying along the west edge of the Petro Can site. Housing was located on the site originally, but after a fire at the refinery the City, Province and the refinery operator purchased the homes and moved them to other locations in the city. The A.R.P. proposes that the site be redesignated to allow low density townhousing or detached housing. Alberta Environment has indicated that there are no health hazards associated with the proximity of the refinery site and this site has no subsurface pollution. Aircraft noise must be buffered in building design.

Site R8

2314-2318 - 17 Street S.E.

The site of Firehall #3 and the training area is to be redesignated in the A.R.P. to allow attached low density multi-unit housing at RM-2 densities (29 units per acre). The proximity of this site to the school makes family housing particularly appropriate. Aircraft noise must be buffered in building design.

Site R9

2026 - 16 Street S.E.,
1826, 1830, 1834, 1836, 1840 - 10 Avenue S.E.

The redesignation to RM-4 proposed for these sites is designed to encourage redevelopment. Conditions of redevelopment would include substantial contributions towards road and sidewalk reconstruction. Stacked townhousing would be allowed under the proposal. The higher densities allowed would only be achievable in new buildings.

Site R10

2203 - 15A Street S.E.

The proposed designation to R-2 would allow residential use of the site should the Church be redeveloped.

Site R11

16 New Street S.E. R-2 to DC (R-2)

The DC guidelines will relax the necessary rules to facilitate development on this irregularly shaped lot.

Site R12

Remnant parcel on 12 Street/11 Avenue

The proposed redesignation from R-2A to R-2 will have no effect as the City, owner of the lands has no plans to sell or develop. The redesignation will simply bring this site under the same zoning as adjacent parcels.

Site R13

1407, 1403 - 17 Street
DC (I-3) to DC (RM-4/175) and R-2A
1406 - 16A Street DC (I-3) to R-2A

These three parcels are a logical extension of the Conforce site development to the north and should be developed in a form and at a density consistent with that approved plan. To achieve the higher density on the 17 Street property the landowner may be required to contribute towards the cost of improved access to the area.

Site R14

1605 - 17 Street S.E.
I-2 to DC (RM-4/100/C1)

In keeping with the A.R.P. policy of discouraging industry north of 17 Avenue, this site is proposed for redesignation from its current general industrial classification (I-2). The proposed direct control designation would permit townhousing and/or small scale commercial development on the site. The preferred use is residential; however some commercial use may be included. The existing warehouse/ manufacturing use has a relatively low impact on the adjacent residential development and will remain a legal use. Screening of the parking lot would improve the look of the area substantially. To achieve the higher density proposed the landowner may be required to contribute towards the cost of improved access to the area.

Site R15
1720 - 17 Street S.E.
RM-1, R-2A to RM-4/100

The allowable density on this small townhousing site would be increased substantially by this redesignation. The purpose is to encourage a larger development which could more effectively screen out the rail, aircraft and traffic noise and tie into the RM-4 property to the north. A development limited to this small site could not easily create a suitable environment and so the higher density is appropriate.

Site R16
1920 - 9 Avenue S.E. and Adjacent RM-4 to RM-2

This city-owned site across the road from Colonel Walker School would be redesignated from RM-4 (low rise apartments) to RM-2 for family oriented townhousing. The site location makes it more appropriate for family oriented development than the more singles oriented accommodation provided by apartments.

Site R17
I-2 to DC (RM-1)

This is a "housekeeping" redesignation designed to consolidate a small remnant industrial parcel with the adjacent residential site.

Site R18
2040 - 7 Avenue
RM-1 to DC (RM-1/R-2A)

This proposed redesignation would allow detached as well as the currently allowed attached housing on the site.

Site R19
Original Blackfoot R.O.W. As Site R18 above.

Site R20
New Place

No redesignation is proposed; however, the ARP recognizes the potential need for relaxation of subdivision land use bylaw regulations to facilitate redevelopment.

Site R21
As in site R-7.

Site R22

The community supports a "bed and breakfast" development with no more than 6 guest rooms on this site. The ARP supports this use in principle, however, site specific concerns must be addressed.

9.2.2 Commercial/Industrial Redesignations (Map 8)

Site C1
National Hotel See Section 3.4

Site C2
9 Avenue Industrial Parcel
I-2 to DC

This redesignation would remove the industrial designation from a parcel along the CPR line. Existing uses on the site would not be affected but no new construction for industrial purposes would be permitted.

Site C3
Farmers Market
DC, I-2 to DC See Section 3.4.

Site C4
Shoe Repair Shop (917 - 12 Street S.E.)
I-2 to DC

Although the existing shoe repair shop on this site has only a minimal impact on the neighbours, it is important to remove the industrial designation from this site as future uses under the zoning could be more objectionable. The site will have same commercial designation as 9 Avenue under the A.R.P. recommendations and the existing use will not be affected.

Site C5a
Petro Canada Site
I-3 to DC (UR) See Section 4.4.1.

Site C5b
I-3 to DC (UR) See Section 4.4.1.

Site C6
2425 - 9 Avenue S.E. (Consolidated Site)
DC to DC (UR)

See Sections 4.4.1 and 6.3. This site may be acquired by the City for development of an interpretive centre and new entrance for the Bird Sanctuary.

Site C7
2422, 2434, 2444, 2448, 2453 - 9 Avenue S.E.
I-2 to DC (I-2)

These five properties are to be redesignated to allow a more restrictive range of industrial uses than under the current zoning. Although industrial uses will still be permitted, substantial landscaping and general visual improvement will be required in any new development to limit the impact on the Bird Sanctuary.

These properties may be acquired in the future by the City for consolidation with the Bird Sanctuary.

Site C8

Shell/P.D.S.
I-3 to DC (I-2)

These properties are recommended for redesignation from I-3 (heavy industrial) to DC (I-2) (general industrial). The existing Shell plant, which has been a good neighbour, would not be affected but any new development on the sites will face more restrictive standards than at present. The existing rail car repair use on the PDS site will be a conforming use.

Site C9

2507, 2525, 2701, 2707, 2713, 1716 - 16 Street S.E.
I-2 to DC (I-2)

Some of these industrial properties are unattractive and have a pronounced negative effect on the adjacent residences. The proposed designation will establish much higher standards for new development which would improve the interface between the industry and the homes substantially.

Site C10

Greg's Cycle
1845 - 17 Avenue, 1639 - 17A Street S.E.
I-2 to DC ((C-2(12)/RM-1)

This industrially zoned site is recommended for redesignation to direct control with guidelines allowing commercial or residential development. The existing use will not be affected. 1845 - 17 Avenue is a small remnant parcel which will share the designation.

Site C11

1802, 1805, 1806, 1808, 1810, 1812, 1814, 1815 - 17 Avenue S.E.
I-2 to DC (C-2(12))

In keeping with the policy of reducing the amount of industrially designated land north of 17 Avenue these properties are proposed for redesignation to C-2(12). This will allow the existing uses to remain but any new development will have to be commercial in nature and no more than 12 metres in height. Certain light industrial uses will be acceptable however the amount of retail development will be limited.

Sites C12/C13
Russell Steel
2020 Blackfoot Trail S.E.
Sears Warehouse
1640 - 17A Street S.E.
I-2 to DC (I-2)

The Russell Steel Site and, possibly, the Sears Site will likely be redeveloped within the next decade. A comprehensive development encompassing both parcels (and possibly the other sites in the area) would offer an opportunity for a major residential townhouse/apartment project with some commercial development in the area of higher aircraft and vehicle noise on the west and south side of the site. In redevelopment of these sites it will be vital to provide a well landscaped interface which ties in with the Pearce Estate Park and the Bow River Parkway. Details of heights, densities, mixtures of uses and site planning will have to wait until specific developments are proposed. The construction of highrise towers, whether for residential or commercial use, may be acceptable but would require an analysis of the impact of the height on the riverbank and on 17A Street residential development. The DC (I-2) zoning will restrict development until a new comprehensive plan in keeping with the A.R.P. policy is submitted. (See Section 4.4.2)

Site C15
1608, 1648 - 9 Avenue S.E.;
1703, 1707, 1715, 1727 - 17 Avenue S.E.;
1892 - 15 Street S.E.
I-2, DC to DC (C-2(12))

These sites will be redesignated to the general 9 Avenue rules outlined in C-17 below.

Site C16
9 Avenue - 11 Street to 13 Street S.E.
DC to DC (C-2(12))

See Section 3. These blocks on 9 Avenue are vital to the future of Inglewood. The proposed redesignation would impose several important requirements on new development occurring on any site on these blocks. The requirements are designed to encourage a pedestrian oriented retail strip and include:

- four storey maximum height;
- no new auto-related uses (except service stations and parts shops designed as typical retail stores);
- no mini-storage malls;
- the setback in most areas will be restricted to development for pedestrian rather than traffic purposes;

- no front yard parking;
- historical facade treatment and signage required;
- Approving Authority may refuse to issue a Development Permit for a use which in its opinion will detract from the retail shopping theme desired for the 9 Avenue strip;
- low impact indoor industrial uses are acceptable.

Site C17

9 Avenue sites currently commercially designated outside of the 11 Street to 13 Street core area.
DC to DC

The only difference between the designation proposed for these properties and that proposed for the core area is that front yard parking is permissible in C-17 (although discouraged). The requirement for heritage features in the facade treatment and signage of new developments is not part of the DC guidelines in this area although it is strongly encouraged.

Site C18

CPR Yards
I-3 to I-2

The CPR owns a large amount of land in Inglewood. This land is designated I-3 and almost all of it is used for railway operations. The proposed redesignation from I-3 to I-2 would only have an effect if the land was sold or leased by CPR for non-railway necessary activities.

Site C20

1114 - 17 Avenue S.E.

Due to its location and topography this very small site would be more appropriate in commercial or light industrial use with controls as set out in Table 2.9.3.3 9 Avenue Retail - Existing Policies and Background to Proposed Policies (Maps 20, 21)

9.2.3 9 Avenue Retail - Existing Policies and Background to Proposed Policies (Maps 20, 21)

9.2.3.1 Existing Policies

Inglewood Design Brief Commercial Objectives

The 1973 Inglewood Design Brief outlined the following commercial objectives in an attempt to develop a more healthy retail area on 9 Avenue:

i. to encourage the development of commercial or industrial activity related to the tourist and recreational activities in the community;

ii. to intensify the specialized shopping facilities on 9 Avenue serving the whole City, and the use of those 9 Avenue shopping facilities serving the community;

iii. to revitalize, renovate and clean up the 9 Avenue area;

iv. to remove all encumbrances caused by heavy through traffic;

v. to provide a safe convenient environment for the pedestrian.

These objectives are reaffirmed in this A.R.P. for this commercial area.

Commercial Policies

To implement the above objectives, the following policies were approved in the Inglewood Design Brief in 1973:

a. 9 Avenue should be recognized and developed as a collector shopping street, with widened sidewalks, all day, on-street parking, tree planting and urban furniture.

b. Arrange that a choice and the mix of different functions, including residential, should be retained within the commercial area, allowing for expansion, development or relocation of existing businesses as their owners may wish.

c. 9 Avenue should be easily accessible to the wide range of community attractions, so that business catering to the tourist and recreational trade are benefitted.

d. Improvements and renovations to private commercial properties should be undertaken.

e. Relocation of isolated light industrial enterprises to locations where such activities are already concentrated is recommended.

f. The Farmers Market and Auction Mart should be encourage to upgrade and expand.

Commercial Implementation

To implement these policies the following actions were approved:

a. For the commercial area along 9 Avenue and around the Market:

   i. land use would continue to be commercial, that is, engaged in the retailing of goods and services. Several existing wholesale distributors might be compatible if they had walk-in sales counters. A number of restrictions are recommended;

      - a maximum structure height of 40 feet;
      - new developments should not interfere with natural daylight or sunlight of neighbouring properties;
      - an acceptable amount of sunlight must be retained on each block of 9 Avenue and the Market areas;
      - setbacks from the street right-of-way must be either 7 feet or the same as the adjoining structures on either side; and
      - the development authority must ensure that the scale of proposed developments are in accord with the scale of this community's overall development.

The rehabilitation of 9 Avenue from the Elbow River to the Blackfoot Overpass as a local and regional pedestrian and vehicular shopping street depends on the minimizing of through traffic by the speedy construction of the Downtown By-Pass.

Inner City Plan

In 1977, the Inner-City plan was approved by City Council and calls for 9 Avenue to become a regional pedestrian-oriented commercial area. The character of this type of area is defined as follows:

i. Provision of goods and services catering to the needs of a broad population base (a quadrant of the city or city-wide) e.g.,
    - specialty shops and services
    - boutiques

ii. Continuity of the sidewalk pedestrian atmosphere; e.g.,
    - continuity of the retail frontage
    - easy visual access into stores from the sidewalk
    - small, high quality open spaces
    - uniqueness emphasized

iii. Typical shopper will visit a number of shops by foot.

Guidelines for new development in this type of area are outlined in the Inner-City plans as follows:

i. Parking
    - on-street parking encouraged;
    - public surface lots;
    - substantial parking requirements to be accommodated in lanes, access to parking from the lanes;
    - restricted street parking on adjacent residential streets; and
    - adequate parking signage to enhance its presence and use.

ii. Low Intensity Land Uses; not acting to attract substantial traffic or to shade sidewalks.

iii. Signage sensitive to pedestrian scale; not designed to catch motorists eye.

iv. Building scale abutting the sidewalk should be low, reflecting the pedestrian orientation.

v. Adequate provision of attractive street furniture and landscaping.

vi. Wide street sidewalk widths.

vii. Limited residential uses (e.g., only second and third floors).

viii. Protected and heated transit stops.

9.2.3.2 Community Vision Statement for 9th Avenue

We feel the future of Inglewood and its commercial component is very exciting. The monies channelled to the Historic building redevelopment from the Provincial coffers will make a remarkable difference to the appearance of the street. The Federal Mainstreet Program will give more shape to our view of our future through researching our past and the groundwork done in the Design Brief and the Co-Design Workshop. We will evaluate the present by analyzing our assets and our market. This will help us succeed in creating a thriving, aesthetically pleasing, safe pedestrian shopping area which serves not only the immediate neighbourhood and the city, but the surrounding countryside and in some cases draws customers from hundreds of miles away.

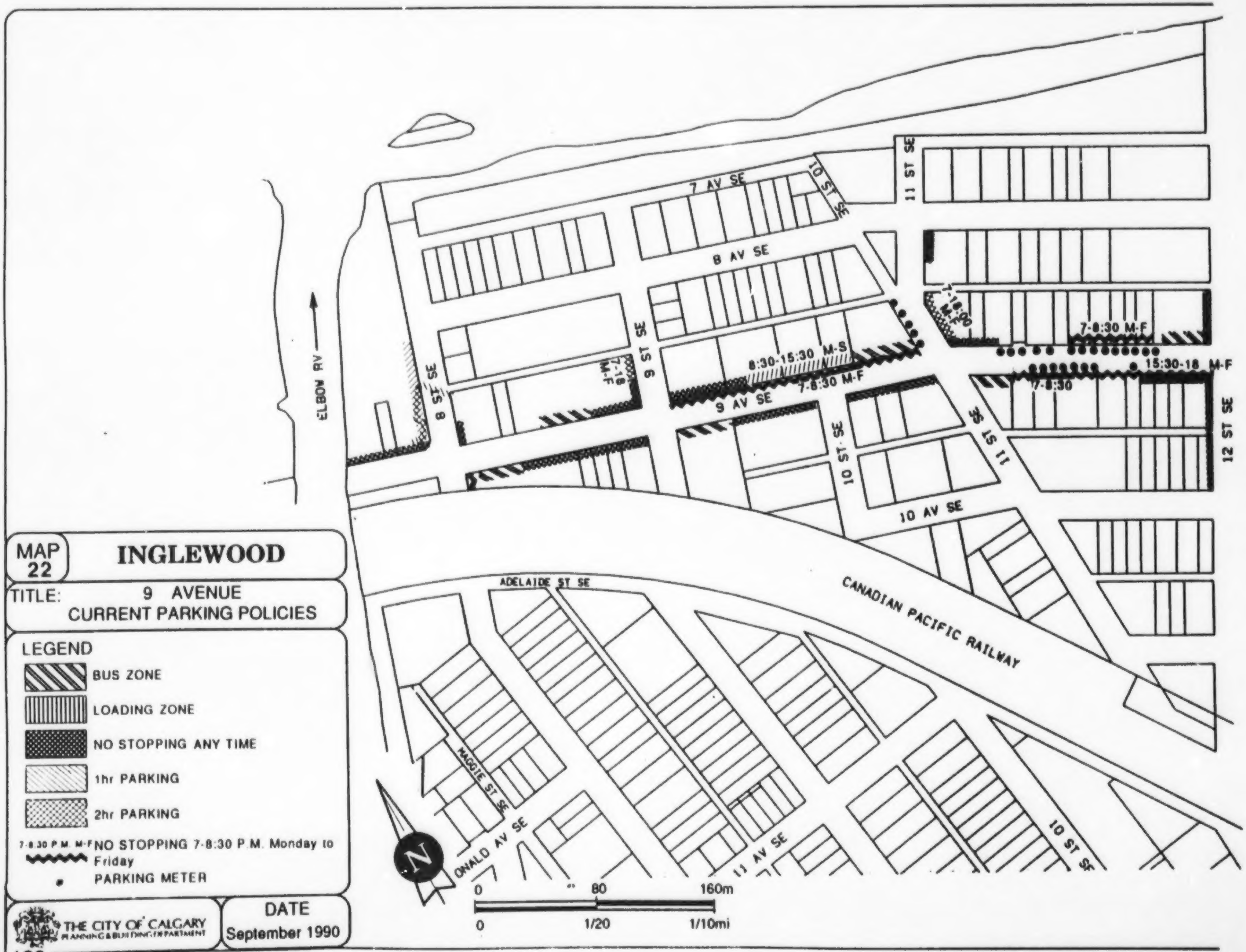
In this view of the area there would be parking on both sides of the streets, 24 hours a day. One solid white line would allow turns. Flower boxes, shrubs or trees would be set on the street between the parking groups to prevent the side lanes being used by traffic. Trucks would not be permitted except for local deliveries. The car traffic would proceed at a reasonable rate through the area with one set of lights, and many crosswalks. There would be two playground zones, at Alexandra Centre and at the park east of 14 Street.

The lanes behind 9 Avenue would be paved, drained and well lit. The passageways between buildings will encourage a free flow between parking areas in the rear and the commercial frontages. These will be visually attractive e.g. planters, hanging baskets, lighting and will be functional. In some cases these pass through are wide enough to permit outdoor cafes or artists' alleys.

The National Market Triangle would have as its southern boundary a palisade fence on CPR right-of-way, with showcase inserts illustrating the history of the CPR in the area. The Market Road would be custom built from 8 Street through tc 12 Street allowing diagonal parking against the palisade. This area was a core of the Design Brief and of the Co-Design Workshop and its development is crucial. The land will be purchased from private owners, City and CPR. This would be part of the new year-round Market complex that centres in this area. All inappropriate uses disallowed have relocated to other parts of the community.

Surveys of merchants and developers and related analysis indicate several factors affecting the retail circumstances of the strip.

- the local walk-in market (the surrounding Inglewood population) is much too small to support a retail strip. Therefore, the regional market is vital. This means that adequate parking will always be needed and residential-commercial parking conflicts will likely occur;



MAP 22

INGLEWOOD

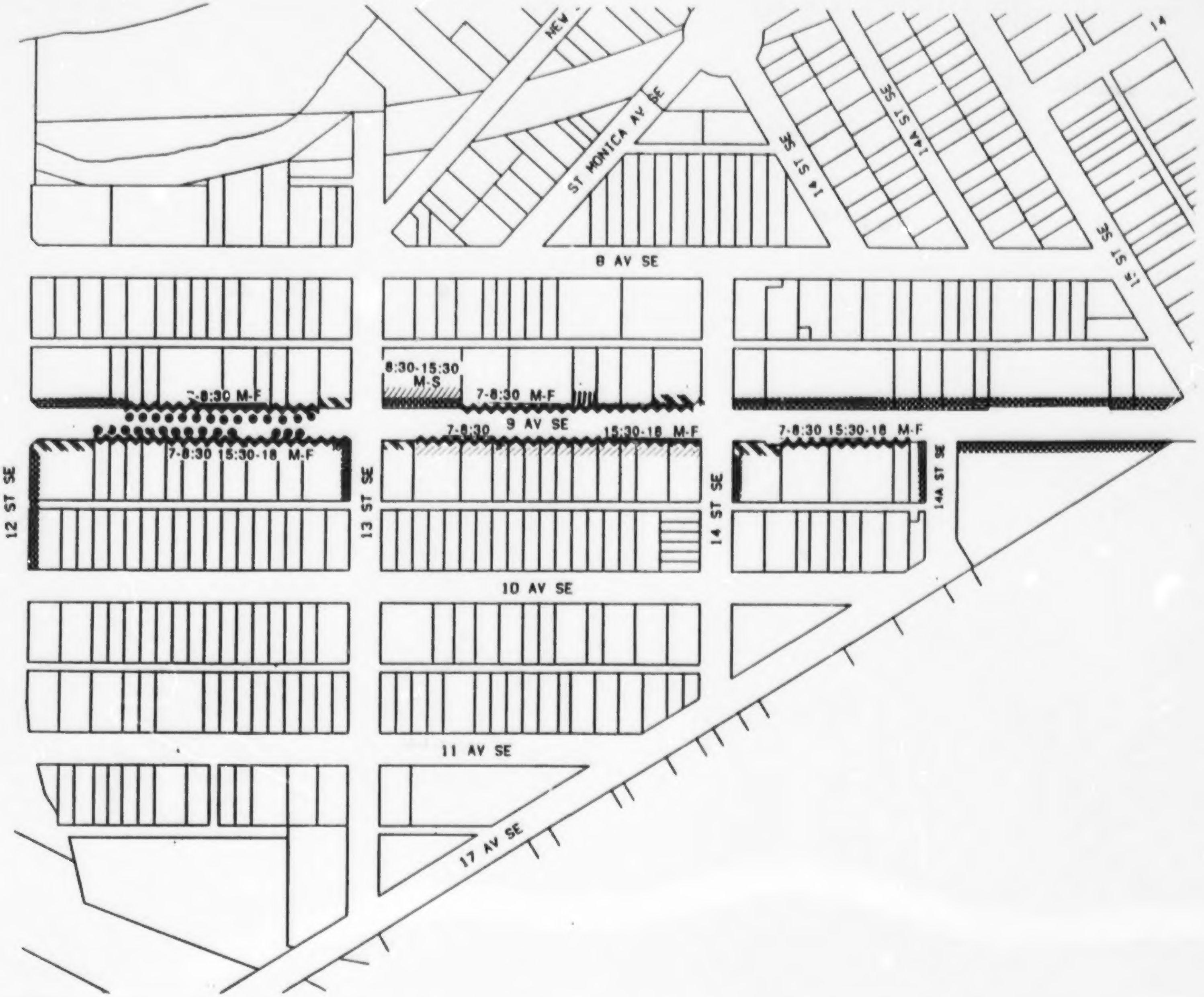
TITLE: 9 AVENUE
CURRENT PARKING POLICIES

LEGEND

▨	BUS ZONE
▥	LOADING ZONE
▩	NO STOPPING ANY TIME
░	1hr PARKING
▒	2hr PARKING
7-8:30 P.M. M-F	NO STOPPING 7-8:30 P.M. Monday to Friday
•	PARKING METER

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
September 1990


NEW
ST MONICA AV SE
14 ST SE
14A ST SE
15 ST SE
14
8 AV SE
8:30-15:30
M-S
7-8:30 M-F
7-8:30 M-F
9 AV SE
7-8:30 15:30-18 M-F
7-8:30
15:30-18 M-F
7-8:30 15:30-18 M-F
12 ST SE
13 ST SE
14 ST SE
14A ST SE
10 AV SE
11 AV SE
17 AV SE

- 9th Avenue between the Elbow River and Blackfoot Trail is too long a stretch to develop as a quality retail strip within the foreseeable future. Policies to encourage (or restrict) new development to locate in or close to the 11 Street - 13 Street area would be advantageous;
- the portion of the strip west of 12 Street and south of 9 Avenue has an excellent potential for new development as it has the least residential impact and large lots which could accommodate parking and comprehensive development;
- the Farmers Market and Maclarens Auction are important area attractions;
- there are several uses in the area which, although serving some residents, also have a negative impact on attempts to improve the area. The National Hotel is the most noteworthy example although some auto dealerships also fall into this category;
- the high through-traffic volumes on 9 Avenue, although the basis for some business, are much less a benefit to the business community than would be expected. The general comment is that during the p.m. peak hour very little retail business occurs. This reflects on the types of business, speed and volume of traffic, parking problems and shopper psychology; and
- significant opportunities are being missed in terms of exploiting the heritage theme, the river, downtown proximity for tourists and theme retail development.

9.2.3.3 9 Avenue Name Change

City Council in 1990 when approving a policy for fees changeable for street name changes specifically exempted the portion of 9 Avenue in Inglewood.

9.2.3.4 Parking Policy Background (Map 23)

The goal of the community and this A.R.P. is to encourage new development along 9 Avenue. The current parking standards make this goal difficult to achieve in some situations.

Due primarily to the built form of the 9 Avenue buildings it is very difficult for proposed new development to provide or find sufficient parking to satisfy the City's requirements.

At the same time there are large under-utilized privately owned sites along the strip which could be developed for parking if there were a method to coordinate and finance such an undertaking. A cash-in-lieu policy will be considered which would provide a mechanism for developing parking lots in the area.

A cash-in-lieu program could be designed to facilitate the creation of new business by:

- keeping the fees low, possibly allowing them to be paid on a quarterly basis;

- by allowing a two year start up period during which only a portion of the parking requirement need be met.

This last provision would allow businessmen to determine how successful the business will be before having to provide the full parking requirement.

The A.R.P. policies recognize the overspill parking problems which can occur along shopping strips. However, the expectation is that with monitoring and the establishment of a cash-in-lieu policy can be controlled. Although major overspill parking problems emerged in the Louise Crossing area, the retail uses which spawned the problem has been a tremendous boon to the City and the community. Inglewood wants the quality development and will try to deal with potential problems before they become a reality.

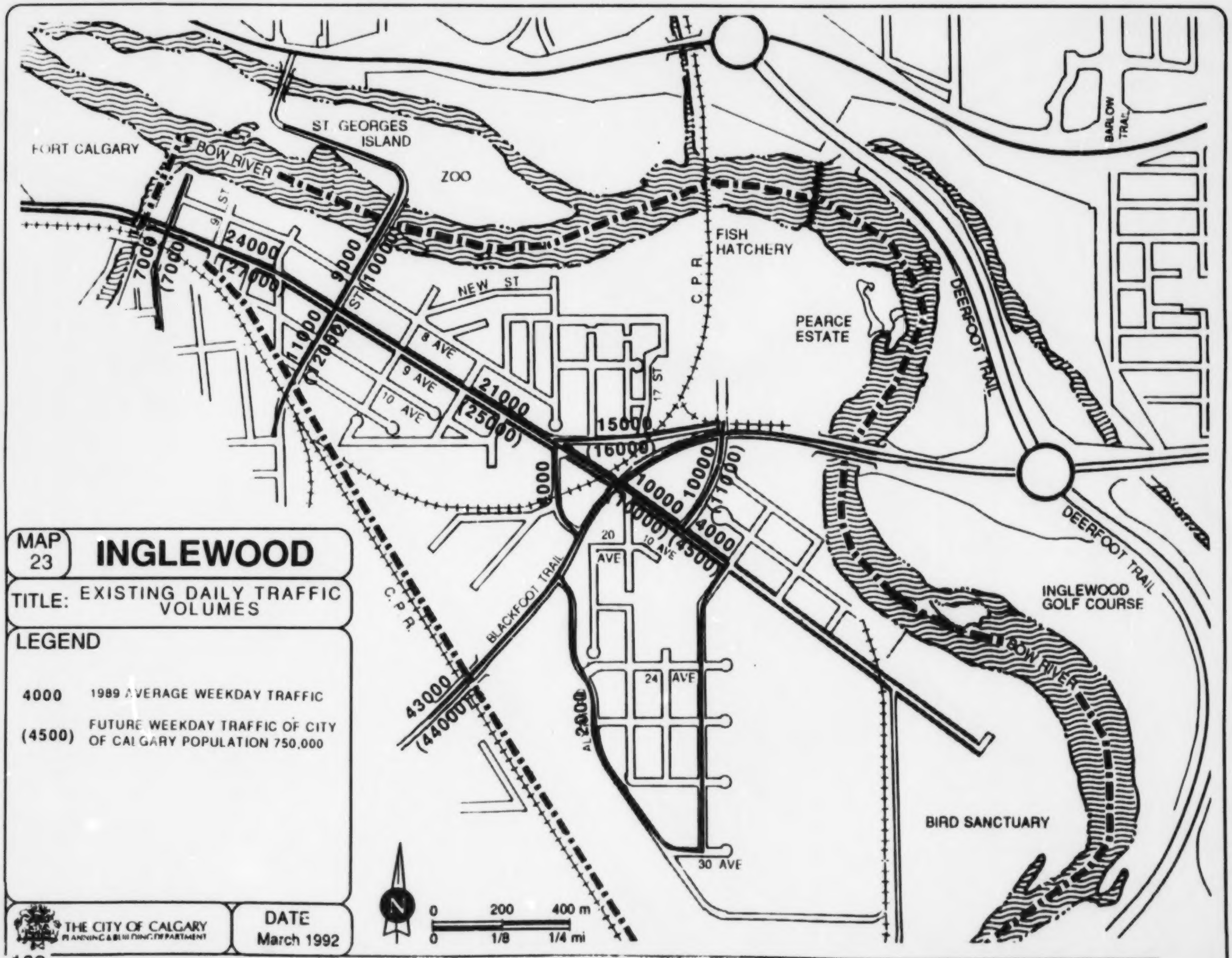
The proposed parking study and possible cash-in-lieu approach was chosen over an alternative approach which would have requested Council's approval for a blanket relaxation of parking requirements for stores and restaurants. Should the cash-in-lieu policy not be effective, consideration of general relaxations for a limited time (e.g. two years) should be undertaken.

The basic element of a cash-in-lieu policy is the development of parking lots for public use. The Calgary Parking Authority has acquired one site and recommended acquisition of a second to City Council.

9.2.4 Airport Vicinity Protection Area Regulations

There are a number of sites in Inglewood which are potentially subject to A.V.P.A. constraints on residential development. These sites are within the 30 N.E.F. contour, and are therefore subject to the A.V.P.A. restriction that states only "infill" housing can be constructed. The Regulation defines "infill" as development on a lot which was subdivided prior to the Regulation coming into effect. The courts have interpreted this definition literally in the case of the Conforce site, and accordingly new residential development is permitted under the Regulation on the sites indicated on Map 11 between the 30 and 35 N.E.F. contour, notwithstanding that the previous land use was industrial.

The wording of the A.V.P.A. Regulation has another implication. Once it has been determined that development on a particular parcel can be considered "infill" any further subdivision will remove it from the "infill" definition and make it legally undevelopable for residential purposes.



MAP 23

INGLEWOOD

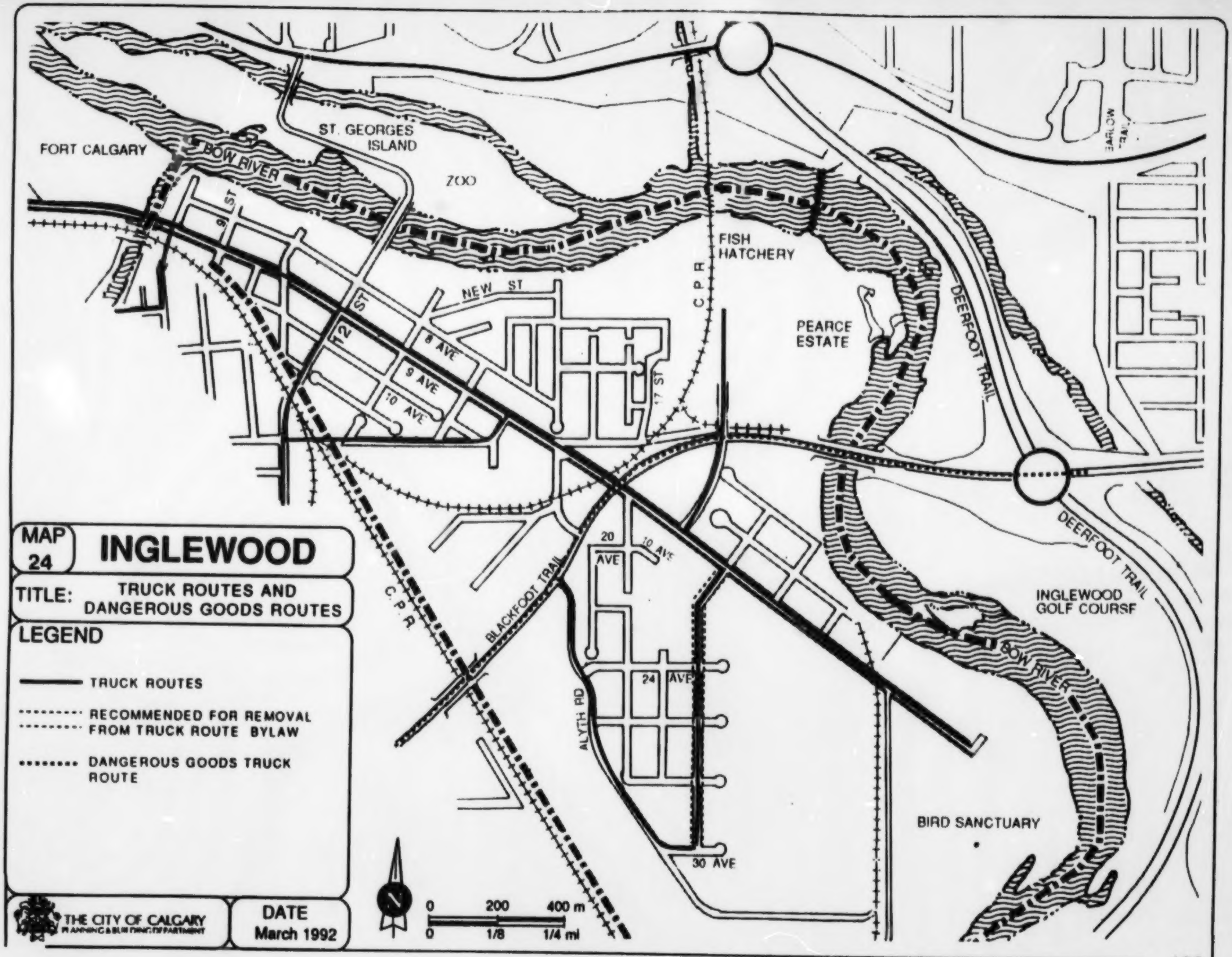
TITLE: EXISTING DAILY TRAFFIC VOLUMES

LEGEND

4000	1989 AVERAGE WEEKDAY TRAFFIC
(4500)	FUTURE WEEKDAY TRAFFIC OF CITY OF CALGARY POPULATION 750,000

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992



MAP 24

INGLEWOOD

TITLE: TRUCK ROUTES AND DANGEROUS GOODS ROUTES

LEGEND

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

This provision is unfortunate because it does not allow "infill" sites to be subdivided to facilitate development. A development plan may require subdivision to create separate titles for financing purposes or to meet market demand. For new housing to be owner occupied rather than rental, for example, would require that separate titles could be created through subdivision.

The A.R.P. supports permitting residential development on the sites indicated on Map 12 for the following reasons:

a. C.M.H.C. and Transport Canada Guidelines permit sound insulated residential development in such areas. (Transport Canada's Alberta Branch supports the current Calgary A.V.P.A. regulation which is more restrictive than Transport Canada's federal guidelines).

b. On-site noise testing (1988) shows that the actual noise levels in Inglewood are below the computer generated forecast values at the present time. The N.E.F. contours are projections as to noise levels in the future however no one associated with the industry claims to know how aircraft technology changes and population growth will affect noise levels into the future.

c. Transport Canada advises that aircraft are becoming quieter. There are no plans to reflect these technological changes in revised noise exposure projections within the near future.

d. A substantial portion of the Inglewood population lives within the same noise contours as the subject sites and has expressed no major concerns or problems with the aircraft noise.

e. The alternative non-residential uses which would have to be found for the sites are inappropriate within a residential community. The only exception to this would be the development of City-owned park space. This is a reasonable alternative use but would have substantial cost implications and Inglewood is already well supplied with open space.

f. The community need for additional population in the face of declining household sizes can only be met through new residential construction on these sites.

9.2.5 Parks and Open Space

Facilities which can be open to the public from dawn to dusk seven days a week can make poor neighbours. A case in point is the sand-volleyball installation at Pearce Estate Park. Since its construction both residential neighbours and other Park users have been imposed upon by persons who park along the narrow access road and on the grass instead of in the parking lot provided. Other picnickers who used to play volleyball on the grass in family groups have been displaced.

While the City, and a number of non-profit groups, administer these facilities for the greater public good, input from the residential neighbours is essential to understanding the day-to-day activities and atmosphere of these operations at a human scale.

8 Avenue and 11 Street S.W. corner, property donated (or bequeathed depending on outcome of research) to City of Calgary by Major Broach.

Bird Sancturary

There is a limit to the "carrying capacity" of the area beyond which additional visitors would result in unacceptable environmental deterioration. This capacity should be determined and policies developed to fully utilize the area while keeping visitor numbers within this limit. There has been substantial concern expressed over the impact of the pedestrian walkway and its removal from the Sanctuary. This issue should also be fully discussed with all interested parties in the proposed plan.

Acquisition of the other privately owned parcels at the east end of 9 Avenue should be part of the Sanctuary's long term growth as they are natural expansion areas and are currently designated for industrial use.

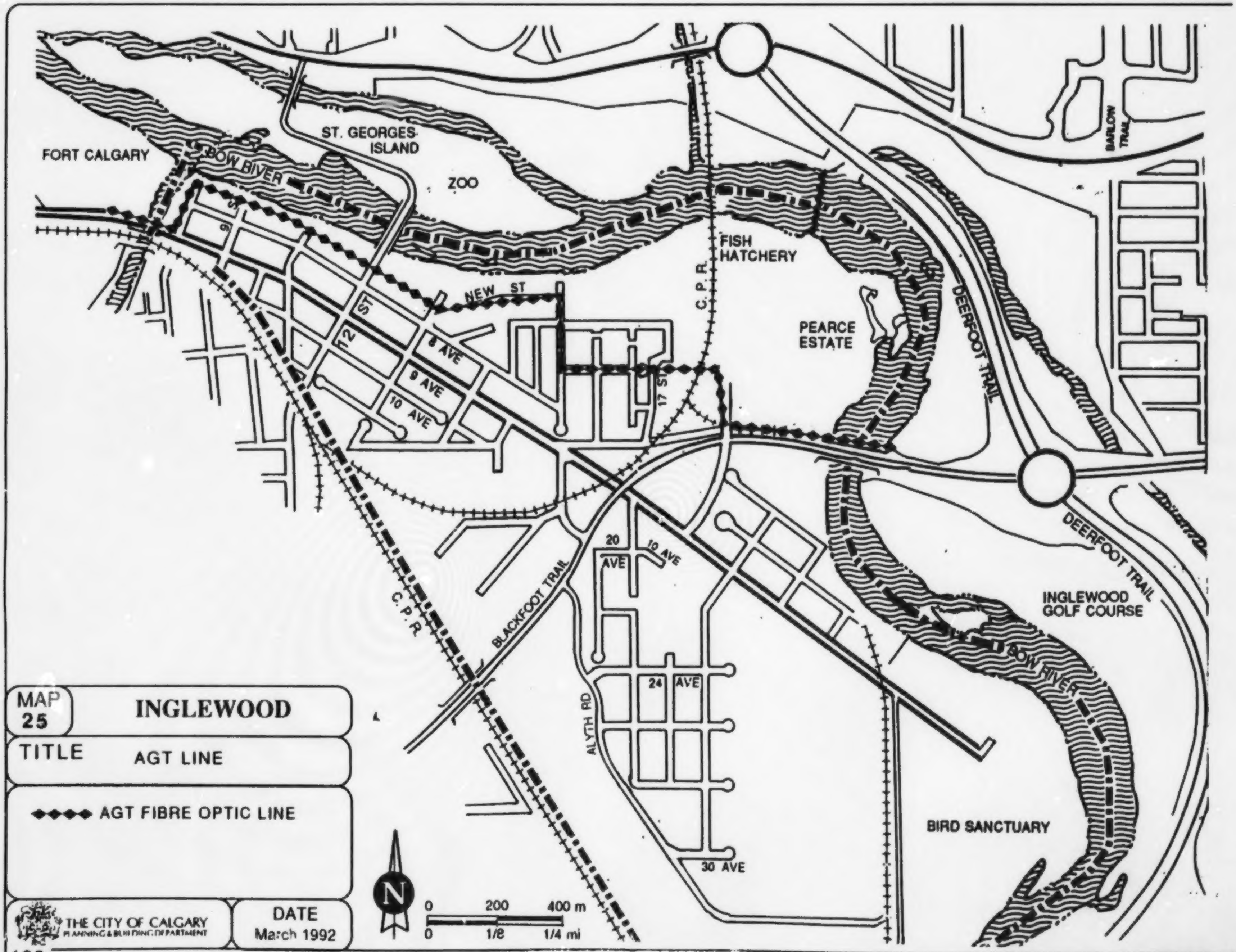
Colonel Walker School

The Colonel Walker School Site is currently designated R-2 and the site is in title to the Calgary Public School Board. For a portion of the playing fields the relevant title indicates that the land is to be used "for school purposes only". This title restriction will ensure that this portion of the property will have the status of municipal reserve should the school site ever be deemed surplus to School Board needs.

9.2.5.1 History of Park Development - Community Comments

The provision of parks and open space in the Inglewood area has been historically a result of serendipity and self-help. In 1911 Colonel James Walker endowed the area with the school site. In subsequent years these open spaces were provided to Inglewood and the City of Calgary:

- St. Andrew's, St. Patrick's and St. Georges Islands were purchased from the federal government by the City when prominent resident William Pearce negotiated a price ($100) and terms (annual improvements valued at $100 by the buyer);
- Pearce Estate, including riverbank land from the CPR bridge to below the Cushing Bridge, was bequeathed both to the City and to the Community;



MAP 25

INGLEWOOD

TITLE AGT LINE

◆◆◆◆ AGT FIBRE OPTIC LINE

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE
March 1992

- the terms of Pearce's will were such that, when the Province wanted to construct the Sam Livingston Fish Hatchery, it was necessary for the City to provide new baseball diamonds for community use between 19th & 21st Streets north of 7th Avenue adjacent to the river;
- Pearce also sold additional riverbank land to the Western Irrigation District for construction of the weir. This land from 15th Street east to the CPR Bridge was later acquired by the City as part of its Riverbank Land Acquisition Program when the Bow River Pathway System was being developed;
- during the slow growth period between the Wars the City provided the Community grounds at 24th Avenue & 17th Street S.E.;
- in the same era the Rotary Club provided an ornamental park south of 9th Avenue and north of 17th Avenue opposite the Brewery Gardens;
- later expansion of the Brewery Gardens onto the Rotary site involved the provision of two alternate park sites, Barton's Field east of 13th Street between 11th and 17th Avenue, and another park on the northeast corner of 14th Street and 9th Avenue S.E.;
- the Brewery Gardens were a well-developed, privately-owned, tourist attraction for decades, but are only one of a number of contributions made by the Cross family, owners of the Calgary Brewing & Malting Company;
- the Brewery also provided the land where the Inglewood Swimming Pool was constructed by the Community Association and the City;
- beside the Pool is a vacant site provided by the Brewery for an ice arena.
- the Cross family house on the northwest corner of 8th Avenue and 12th Street was bequeathed to the City by J.B. Cross;
- the Inglewood Bowling Green was also bequeathed by J.B. Cross for use by bowlers, across the street from the family house;
- the purchase of the Fort Calgary site by the City, supported by private donations, not only provided the site itself, but also provided donations, not only provided the site itself, but also provided the CNR spurline through the community and along the riverbank;

- the Neighbourhood Improvement Program in 1974 provided the means to acquire the Alexandra School and its grounds for use by the community. As part of its minority contribution to N.I.P., the City shifted monies from its Community Reserve Fund to pay its general fund for the previous acquisition of this site from the Calgary Board of Education. In 1975 N.I.P. funds and volunteer labour by community residents rebuilt the old school which had been closed since 1962;
- the relocation of Blackfoot Trail in 1977 provided a surplus parcel of land on the west side of 15A Street in what had previously been 22nd Avenue (Blackfoot Trail) right of way;
- a subdivision of land lying south of PDS Rail Car just west of the CNR spurline provided a parcel of Municipal Reserve near the south end of the Bird Sanctuary;
- an heir of Col. Walker granted the Inglewood Bird Sanctuary to the City.

In the evolution of the parks administration many of these sites have received designations as "regional" parks. Many of the lands and facilities in Inglewood do not lend themselves easily to such characterizations. It is possible that some potential uses suggested by these categories may be in conflict with the terms of bequests, or the spirit of joint funding programs which provided them.

9.3 PLANNING PROCESS

The Inglewood A.R.P. has been in preparation for several years. Many residents, merchants, commercial and industrial landowners have been involved at a various levels.

The A.R.P. planning process included nearly a hundred meetings involving Inglewood residents, Open Houses, a Co-Design public workshop, a number of general letter drops and surveys, a City Hall display of Inglewood images and a developers/consultants forum were held to provide input to the Plan. A number of activities also occurred in the community, supported by the A.R.P. process--the successful creation of a Business Revitalization Zone, a residential and a commercial area clean-up, University of Calgary design exercises, public improvements funded by the Neighbourhood Improvement Program, and toxicity testing of the Petro-Can site and area.

9.4 GLOSSARY OF LAND USE BY-LAW DEFINITIONS

Approving Authority	The Calgary Planning Commission, Development Appeal Board or the Development Officer as the situation provides.
AVPA	(Airport Vicinity Protection Area) lands that are affected by a close to the Calgary International Airport and the regulations that apply to these lands.
DC	Direct Control. This "zoning" district is to provide for development that, due to their unique characteristics, innovative ideas or because of unusual site constraints, requires specific regulations unavailable in other land use districts.
CRVP	The Calgary River Valleys Plan contains a range of policies to establish a coordinated approach to the development use and conservation of Calgary's rivers/creeks and immediately adjacent lands.
R-2	Residential Low Density "Zoning" district to provide residential development in the form of single detached, semi-detached and duplex dwelling (Minimum lot width 25', maximum building height 33').
R-2A	Residential Low Density District to provide option for townhousing in addition to the detached and semi-detached housing allowed in R-2 (same density of development as R-2).
RM-1	Low Density Multi-Dwelling District to provide for comprehensive townhouse development, primarily within outer city areas (Density in the range of 18 units per acre).
RM-2	Low Density Multi-Dwelling District to provide a mixture of family-oriented dwelling units in the low density range and shall only be used in the Inner City.
RM-3	Residential Medium Density Multi-Dwelling District to provide for a variety of housing found in the medium density range, primarily within Inner City areas, with each unit having direct access to grade (Townhousing/ 10 m/ 33 ft. height).
RM-4	Medium Density Multi-Dwelling District for a variety of residential dwellings in low profile form in a medium density range (3-4 storey walk up apartments).
UR	Urban Reserve district is to protect land from premature subdivision and development.

Portable Sign	A freestanding sign mounted on a trailer, stand or similar support structure which is not permanently affixed to the ground, is designed to be carried or transported from one site to another and includes a means of electrical illumination.